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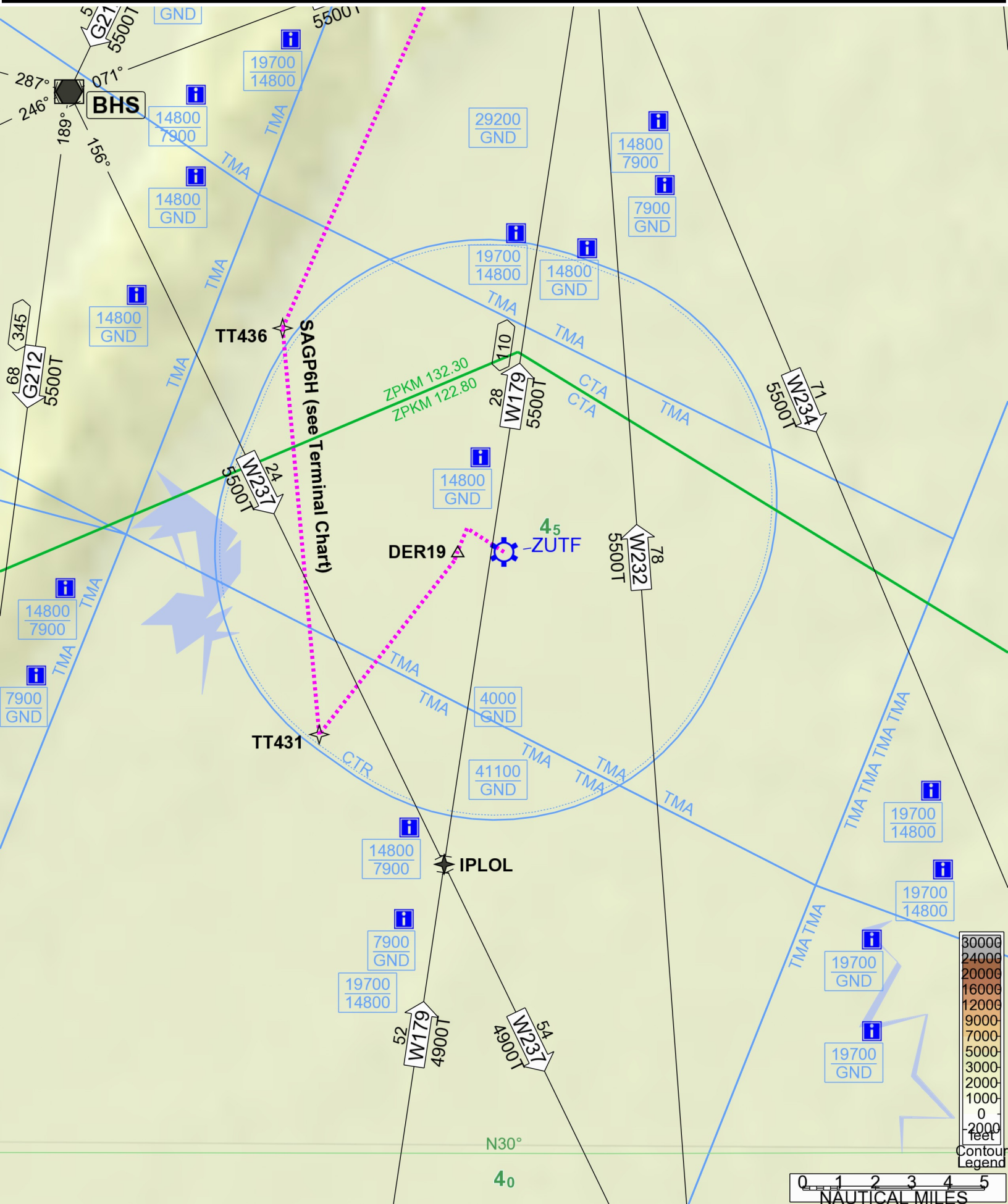
List of pages in this Trip Kit

Enroute Chart - CSC6867 Departure
NavData cycle 2023-07 Expired: 19 Jul 2023
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 10 Apr 2025

JEPPESEN
JeppView for Windows



Enroute Chart - CSC6867 Destination
NavData cycle 2023-07 Expired: 19 Jul 2023
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 10 Apr 2025

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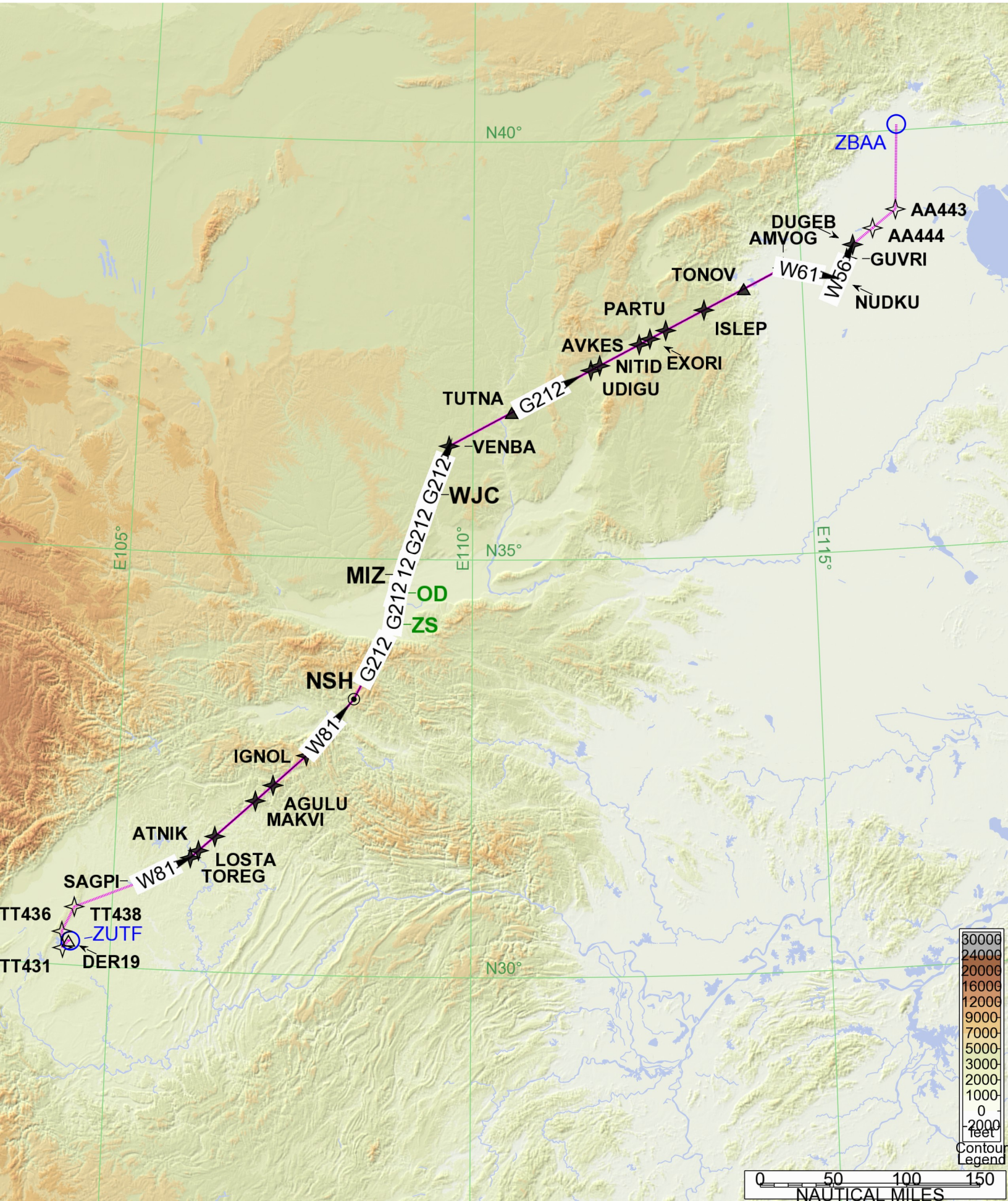
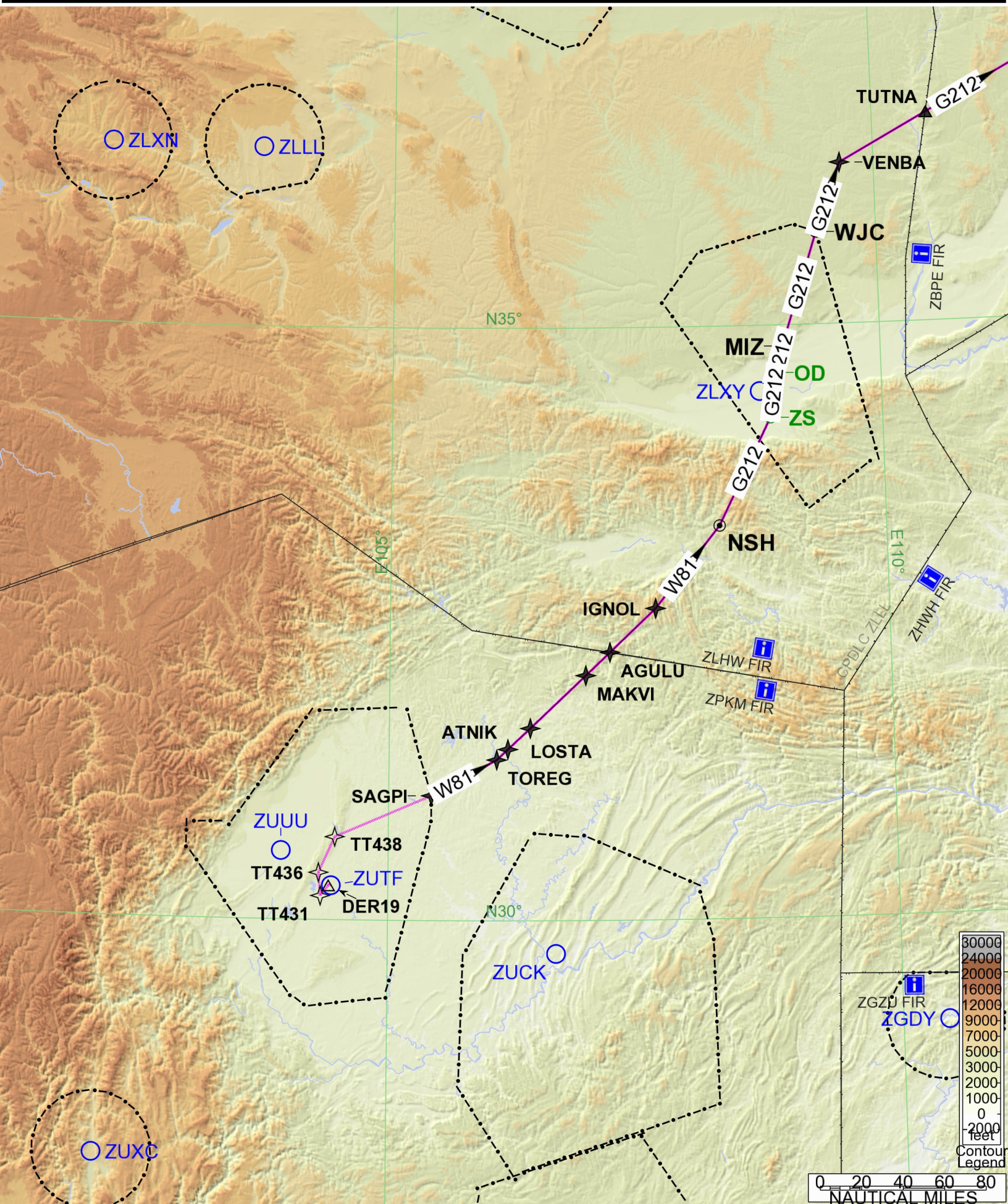
Enroute Chart - CSC6867 Full Route
NavData cycle 2023-07 Expired: 19 Jul 2023
Scale: 1:6201610 (1 inch = 85.05 naut mi). Printed on 10 Apr 2025

JEPPESEN
JeppView for Windows



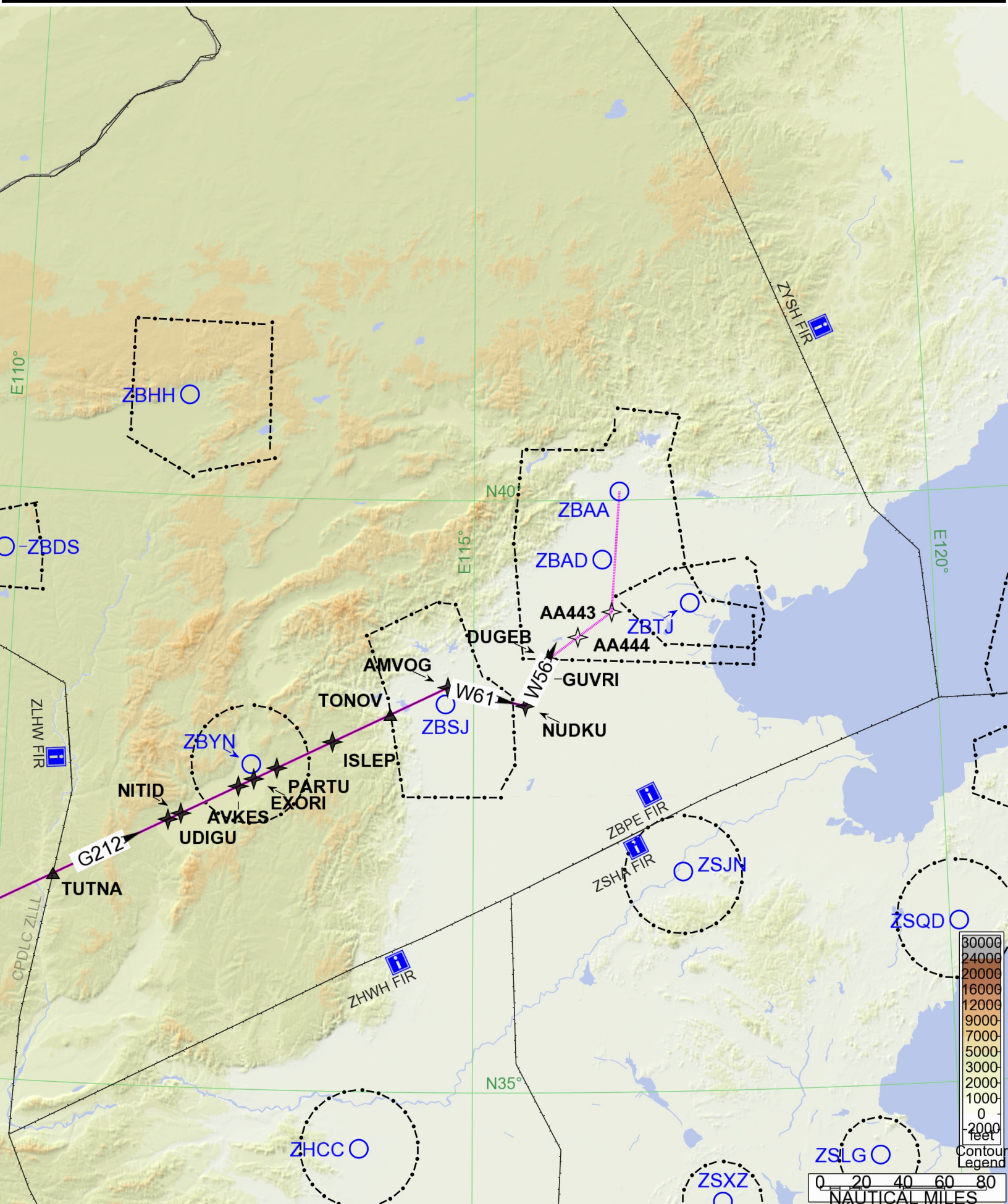
Enroute Chart - CSC6867 Strip Chart Page 1
NavData cycle 2023-07 Expired: 19 Jul 2023
Scale: 1:4374806 (1 inch = 60.00 naut mi). Printed on 10 Apr 2025

JEPPESEN
JeppView for Windows



Enroute Chart - CSC6867 Strip Chart Page 2
NavData cycle 2023-07 Expired: 19 Jul 2023
Scale: 1:4374806 (1 inch = 60.00 naut mi). Printed on 10 Apr 2025

JEPPESEN
JeppView for Windows



General Information

Location: CHENGDU CHN
ICAO/IATA: ZUTF / TFU
Lat/Long: N30° 17.4', E104° 26.6'
Elevation: 1452 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 2.0° W

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

Sunrise: 2242 Z
Sunset: 1126 Z

Runway Information

Runway: 01
Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1442 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 02
Length x Width: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1450 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 11
Length x Width: 12467 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1434 ft
Lighting: Edge, Centerline

Runway: 19

Length x Width: 13123 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1442 ft
Lighting: Edge, ALS, Centerline

Runway: 20
Length x Width: 10499 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1450 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 126.800 Non-English
ATIS: 127.075
Tianfu Tower: 130.500
Tianfu Tower: 124.375
Tianfu Tower: 118.800
Tianfu Tower: 118.150 Secondary
Tianfu Ground: 121.550 Secondary
Tianfu Ground: 121.775
Tianfu Ground: 121.925
Tianfu Ground: 122.600
Tianfu Apron Ramp/Taxi: 122.675
Tianfu Apron Ramp/Taxi: 122.150 Secondary
Tianfu Apron Ramp/Taxi: 122.700
Tianfu Apron Ramp/Taxi: 122.825
Tianfu Clearance Delivery: 121.550 Secondary
Tianfu Clearance Delivery: 122.200
Tianfu Clearance Delivery: 121.825
Chengdu Approach: 120.375
Chengdu Approach: 126.350
Chengdu Approach: 121.025
Chengdu Approach: 121.350
Chengdu Approach: 123.825 Secondary
Chengdu Approach: 124.750
Chengdu Approach: 125.250 Secondary
Chengdu Approach: 127.700 Secondary
Chengdu Approach: 119.700

1. GENERAL

1.1. ATIS

D-ATIS 127.075
126.8 (Chinese)

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

When VIS descend to 1000m or RVR descend to 1000m and steady for 10 minutes, or ceiling descend to 90m and forecast shows a decreasing trend, ATC will instruct the preparation of LVP.

When VIS descend to 800m or RVR descend to 550m or ceiling descend to 60m, implementation of LVP will be issued by TWR after confirming aerodrome and ATC have the capabilities of LVP.

When RVR is equal or more than 550m and ceiling is equal or more than 60m and forecast shows an increasing trend, or aerodrome and ATC have no capability of LVP, TWR will terminate LVP.

ACFT operators conducting LVP shall be authorized by relative authorities.

Pilot shall obtain following information:

- weather forecasts;
- LVP is implementing.

1.2.2. USE OF RWYs

RWYs 01 and 02 are available for CAT II/III ILS.

RWYs 01, 02 and 11 are available for low visibility take-off with HUD (RVR equal or more than 150m and less than 400m).

RWYs 01/19, 02/20 and 11 are available for low visibility take-off (RVR equal or more than 200m and less than 400m).

RWYs 01, 02 and 11 - available for operation to North.

RWYs 19, 20 and 11 - available for operation to South.

1.2.3. TAXIING

All TWYs are available during LVP.

During ACFT on RWY01 implement CATII approach, entering vertical TWYs A1 thru A4 is forbidden.

During ACFT on RWY01 implement CATIII approach, entering vertical TWYs A1 thru A13 and TWY A (South of A11) is forbidden.

During conducting LVP, aerodrome can provide Follow-me vehicle guidance according to the agreement with airlines; otherwise, paid guidance shall be provided for ACFTs on demand.

1.3. RWY OPERATIONS

RWYs 01/19 and 02/20 can be used for take-off and landing.

RWY 11 can only be used for take-off from West to East.

When changing direction of RWY in use, if downwind speed is more than 3.5m/s (7 KT) and not exceeding 5m/s (10 KT) for short time, ATC shall inform flight crew. Pilot shall decide whether to take off or land on downwind RWY, then inform ATC.

Under certain adverse weather conditions (e.g. wind shear, turbulence, down drafts or strong crosswind) which might increase ILS LOC course deviations to the extent that safety may be impaired or departure of ACFT would be influenced, pilot shall report situation to ATC immediately.

Pilot shall get permission from ATC before changing RWY in use.

All RWYs not provided with TWY for crossing RWY. Chessboard-shaped references in red and white at 650m from RWY02 end, 118m West of RWY02 extended center line.

ACFT take-off or landing on RWY02, pilot shall strengthen observation and avoid visual errors caused by ACFT on TWYs D24,K,M,V1,V2,V3 or on stand 608 thru 617.

1. GENERAL

1.4. TAXI PROCEDURES

Listen carefully and repeat the taxiing instructions of ATC, verify any questions in time.

If fail to change to assigned frequency, flight crew shall wait at handover point and report by previous frequency.

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

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

Taxi lights are forbidden to turn on before taxiing into stands.

1.5. PARKING INFORMATION

Visual Docking Guidance System available at stands nearby the terminal.

All ACFT at stands connect ground unit and keep APU off. ACFT parking at boarding bridge stands and stands 161 thru 188,166L/R,167L/R,175L/R,176L/R,177L/R, 261 thru 293, 266L/R, 268L/R and 280L/R use ground air conditioning system.

ACFT parking on stands	Taxi-in	Taxi-out
101 and 102	C9-C10-C6	C7-C6-C10-C8
103	C9-C10-C6	C6-C10-C8
104	C9-C10	C10-C8
105	C5	C9-C5
106L and 182 thru 185	C5	C5
106	C5	C1-C5
106R and 108L/R	C5-C1	C1-C4
110, 111, 111L, 114, 115 and 119	C2	C1
111R and 113	C2-C22	C1
116 thru 118	C2-C21	C1
120	C	C1
121 and 122	C	C
123	C	L6
124	L7-L8	L6
125, 130, 132, 132R and 134	L7	L6
126 thru 129	L7-L57	L6
131 and 132L	L7-L56	L6
135, 135L/R, 137L/R and 161 thru 165	T3	T3
139 thru 145	L4	L5
166, 166L/R, 167 and 167L/R	L7-T3	T4
168 thru 174	L7	L8
175, 175L/R, 176, 176L/R, 177,177L/R, 178 and 179	L8	L8
180 and 181	C2	C2
186 thru 188	C9-C7	C7-C8
201 and 202	G9-G10-G6	G7-G6-G10-G8
203	G9-G10-G6	G6-G10-G8
204 and 205	G9-G10	G10-G8
206R, 289, 290, 292 and 293	G4-G1-G5	G5
206 and 291	G4-G1	G5
206L	G4-G1	G1-G5

1. GENERAL

ACFT parking on stands	Taxi-in	Taxi-out
208	G4	G4-G1-G5
209, 210, 214, 215, 219 and 219L/R	G-G2	G1
211, 212 and 212L/R	G-G2-G22	G1
216 thru 218	G-G2-G21	G1
221	G	G1
222, 223 and 224R	Y6	Y6
224	G-Y3	Y3
224L, 228, 229, 233L, 235, 236, 237L, 239, 239L/R and 241R	Y4	Y3
226 and 227	Y4-Y5	Y3
230, 230L/R, 232, 233 and 233R	Y4-Y22	Y3
237 and 237R	Y4-Y21	Y3
241, 241L, 243, 243L/R and 261 thru 265	T3	T3
245 thru 252	L4	Y2
266, 266L/R, 267, 268 and 268L/R	T3	T3
269 thru 275	Y4	Y5
276 thru 279, 280 and 280L/R	Y5	Y5
281 thru 285	G-G2	G2-G3
286	G-G2-G3	G3
287 and 288	G-G4	G5
294 thru 296	G9-G7	G7-G8
500 (ACFT with MAX wingspan 226'/69m)	B-B25	B25-J-B23
500 (ACFT with wingspan more than 226'/69m)	B-B25	B25-B
501, 501L/R, 502, 503, 504 (ACFT with MAX wingspan 226'/69m) and 504L/R	B	B-B25-J-B23
504 (ACFT with wingspan more than 226'/69m)	B	B25-B
505, 505L/R, 506, 506L/R and 507 thru 511 and 512 (ACFT with wingspan of MAX 226'/69m)	B-B25	B25-J-B23
512 (ACFT with wingspan more than 226'/69m)	B-B25	J-B25-B
513	B-B25	B25-J-B23
514, 515 and 515L/R	B-B25-J	J-B23
601 thru 604	D	V4-K
605, 606, 607 and 607L/R	D	V4-V1
608 thru 612	V3-V4	V4-V1
613-616 and 618 thru 622	V3-V5	V5-V1
623 thru 626	V3-V6	V6-V1
628, 629, 629L/R, 630, 630L/R and 631 thru 634	G	G-V2
635 and 636	G-V2-V4-V1	V1-D
637	G-V2-V4	V1-D
638 thru 640	G-V2-V5-V1	V1-D
641	G-V2-V5	V1-D
642 thru 644	G-V2-V6-V1	V1-D

1. GENERAL

1.6. OTHER

1.6.1. GENERAL

When flying into CHENGDU APP or TIANFU TWR control area, flight crew shall monitor the operating status of other ACFT in the vicinity by airborne equipment and establish visual separation as soon as possible, and report to ATC as required.

RWYs 02 and 19 right-hand circuit.

Birds.

1.6.2. RADAR PROCEDURES/SPEED

ACFT shall strictly follow the assigned speed by ATC.

ACFT shall adjust speed to 250-280 KT or IAS limitation of procedure chart at control transfer point.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In case of communication failure when using radio frequency or emergency frequency, contact Chengdu terminal control office by satellite phone: 86-28-61612810, 86-28-61612811.

In case of communication failure due to equipment failure in ATC, contact the previous control unit.

ACFT communication failure:

If radio receiver is available but transmitter is not, follow ATC instruction.

If radio transmitter is available but receiver is not, notify flight intention to ATC immediately, report ACFT position and flight altitude.

ACFT two-way communication failure:

If ACFT has received information about arrival procedure, approach procedure and landing RWY, follow the relative RWY IAP to land by own navigation.

In other conditions, arrival ACFT from AKOPI, BUPMI or MEXAD shall climb/descend to 7880 or safety altitude (choose the higher of two) to ZYG and join right-turn holding pattern, then choose unclosed RWY according to NOTAM and decide landing direction based on ATIS or wind direction and speed. Fly to the closest IAF after exiting holding pattern and follow the relative RWY IAP to land by own navigation.

In other conditions, arrival ACFT from ELDUD, IGNAK or LADUP shall climb/descend to 7880 or safety altitude (choose the higher of two) to JYA and join left-turn holding pattern, then choose unclosed RWY according to NOTAM and decide landing direction based on ATIS or wind direction and speed. Fly to the closest IAF after exiting holding pattern and follow the relative RWY IAP to land by own navigation.

2.2. CAT II/III OPERATIONS

RWYs 01 and 02 are approved for CAT II/III operations. Special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

After vacating RWY, report the RWY designation and TWY designation on initial contact with GND.

2. ARRIVAL

2.4. TAXI PROCEDURES

ACFT shall taxi along the routine taxiing route except receiving specific instruction from controller.

RWY 01: Route 02 (A-B14-T4-G) or Route 04 (A-B20-C2-C-T1).

RWY 02: Route 12 (E-D19-G-T2-B) or Route 14 (E-D17-T5).

RWY 19: Route 02 (A-B14-T4-G) or Route 22 (B17-L7-C-T1).

RWY 20: Route 14 (E-D17-T5) or Route 32 (D17-G-T2-B).

For APN control areas refer to 20-9 charts. TIANFU APN is responsible for taxiing, towing and other control issues related to ACFT operation within these areas. ACFT shall contact APN for further taxiing instructions and stand information when entering into apron.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

A319, A320, A321 and B737 series ACFT available for engine idle de-icing, other ACFT shall deicing with engine-off.

Aircrew shall control throttle carefully, avoiding exhausted gas causing damage to support personnel and equipment when ACFT enter/exit the de-icing stands.

During engine-off de-icing, engine and collision avoidance lights shall be turned off, nose wheel chocks are positioned. De-icing controller shall monitor de-icing process.

Ground service staff shall confirm with flight crew to guarantee ACFT is in proper de-icing/anti-icing configuration, and notify the type of deicing fluid, the concentration ratio. Staff responsible for Delivery shall monitor the de-icing process to ensure the safety of ACFT.

The de-icing unit is responsible for the use and store of de-icing and anti-icing fluid, to prevent pollution.

3.1.2. DE-ICING STANDS

De-icing stands are 167, 167L, 167R, 601, 602, 603 and 604.

3.1.3. DE-ICING PROCEDURES

Aircrew shall apply for instruction to push-back and taxi to de-icing stand from TIANFU APN and follow controller's requirement.

After engine idle de-icing ACFT enter de-icing stand, de-icing controller contact air crew with VHF or service earphone, confirm de-icing requirements and preparation. After engine-off de-icing ACFT enter de-icing stand, maintenance crew contact air crew with VHF or service earphone, confirm engine and collision avoidance lights has been turned off, inform air crew after nose wheel chocks are positioned, confirm de-icing requirements and preparation.

Aircrew shall apply to TIANFU APN for start-up and taxiing after confirming with maintenance that de-icing is finished.

3. DEPARTURE

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

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

Taxiing within APN control areas:

- Flight crew shall report parking stand number on initial contact with APN.
- ACFT shall be pushed back and start up engine within 3 minutes after getting APN clearance, or re-apply clearance if not fulfilled in time.
- ACFT shall apply for taxiing clearance from TIANFU APN after push-back and start-up.

All stands are push-back except 166, 166L/R, 167, 167L/R, 168 thru 174, 269 thru 275, 287, 288, 601 thru 607 and 607L/R.

ACFT shall taxi along the routine taxiing route except receiving specific instruction from controller.

RWY 01: Route 01 (T2-B-B1-A1) or Route 03 (T5-B-B1-A1).

RWY 02: Route 11 (B-T4-D18-D-D1-E1) or Route 13 (D-D1-E1).

RWY 11: Route 41 (C-T1-D-M) or Route 43 (G-G5-D-M).

RWY 19: Route 21 (G-T2-B-B18-A-A13).

RWY 20: Route 31 (C-T1-D-D20-E12).

3.3. COMMUNICATION FAILURE PROCEDURES

In case of communication failure when using radio frequency or emergency frequency, contact Chengdu terminal control office by satellite phone: 86-28-61612810, 86-28-61612811.

In case of communication failure due to equipment failure in ATC, contact the previous control unit.

ACFT communication failure:

If radio receiver is available but transmitter is not, follow ATC instruction.

If radio transmitter is available but receiver is not, notify flight intention to ATC immediately, report ACFT position and flight altitude.

3.4. RWY OPERATIONS

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

ACFT taking off from RWY 02 shall follow ATC instruction strictly and pay attention to TWYs V1 thru V3, K, M and D24. There is no TWY crossing RWY 02.

CHENGDU, PR OF CHINA

RADAR MINIMUM ALTITUDES

FT/METER CONVERSION QNH	
11650′	3550m
10830′	3300m
10670′	3250m
10340′	3150m
10180′	3100m
9850′	3000m
9360′	2850m
8860′	2700m
8700′	2650m
7550′	2300m
7390′	2250m
6890′	2100m
6570′	2000m
5250′	1600m
5090′	1550m
4930′	1500m
4760′	1450m
4600′	1400m
4270′	1300m
4110′	1250m
3940′	1200m
3780′	1150m
3610′	1100m
3290′	1000m

FL CONVERSION	
FL197	FL6000m
FL180	FL5500m
FL157	FL4800m
FL135	FL4100m
FL118	FL3600m

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to 20-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Apt Elev 1452

Alt Set: hPa
Trans level: FL118
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Chart only to be used for cross-checking of altitudes assigned while under RADAR control.

FL118
10340
5090
FL135
6570
MIANYANG
MYG VOR DME
FL180
DEXIN
CDX VOR DME
10180
3940
FL157
19864
10670
8700
3780
11650
JINTANG
JTG VOR DME
WUFENGXI
WFX VOR DME
4930
ZHUGAO
ZGA VOR DME
4110
4600
3610
FL197
3940
6890
4270
4600
5250
4760
CHENGDU
Tianfu
ZIYANG
ZYG VOR DME
9360
7550
4760
3290
3610
JINGYAN
JYA VOR DME
7390
3940
4270

23000
19000
15000
11000
7000
3000
CONTOUR INTERVALS

1 HUILONG HLC VOR DME
2 CHENGDU ZW NDB
3 BAIHESI BHS VOR DME
4 SHUANGLIU CTU VOR DME
5 CHONGZHOU CZH VOR DME

32-00 31-30 31-00 30-30 30-00 09-30
102-00 102-30 103-00 103-30 104-00 104-30 105-00 105-30 106-00

CHANGES: Reissue.

CHANGES: 9M STARs added.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118
127.075 (Chinese 126.8)	1452	RNAV 1 GNSS
		1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.

BUPMI 6M [BUPM6M], BUPMI 8M [BUPM8M]
BUPMI 9M [BUPM9M]
MEXAD 6M [MEXA6M], MEXAD 8M [MEXA8M]
MEXAD 9M [MEXA9M]
RNAV ARRIVALS
(RWYS 01, 02)

STAR	ROUTING
BUPMI 6M	BUPMI - TT81Ø (FL118-) - UT816 - UT813 - UT812 - UT811 - TT9Ø3 - TT9Ø4 (K200-; 4930+).
BUPMI 8M	BUPMI - TT81Ø (FL118-) - UT816 - UT813 - TT8Ø1 - TT7Ø1 (7880+) - TT7Ø2 - TT7Ø3 (K200-; 4930+).
BUPMI 9M	BUPMI - UU8Ø2 (FL118-) - UU8Ø1 - TT9Ø3 - TT9Ø4 (K200-; 4930+).
MEXAD 6M	MEXAD - TT81Ø (FL118-) - UT816 - UT813 - UT812 - UT811 - TT9Ø3 - TT9Ø4 (K200-; 4930+).
MEXAD 8M	MEXAD - TT81Ø (FL118-) - UT816 - UT813 - TT8Ø1 - TT7Ø1 (7880+) - TT7Ø2 - TT7Ø3 (K200-; 4930+).
MEXAD 9M	MEXAD - UU8Ø3 - UU8Ø2 (FL118-) - UU8Ø1 - TT9Ø3 - TT9Ø4 (K200-; 4930+).

FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH
9850′ - 3000m
7880′ - 2400m
4930′ - 1500m

LOST COMMS Refer to 20-1P pages. LOST COMMS

MEXAD
179°
147°
MEXAD 9M
23
MEXAD 6M, 8M
52
UU8Ø3
BUPMI
237°
192°
BUPMI 6M, 8M
21
MHA 9850
012°
UU8Ø2
FL118
213°
033°
MHA 9850
21
39
BUPMI 9M
TT81Ø
FL118
213°
31
BUPMI 9M
MEXAD 9M
28
UU8Ø1
198°
UT816
225°
16
205°
ARP
4600
UT812
20
BUPMI 6M
MEXAD 6M
266°
UT813
10
BUPMI 8M
MEXAD 8M
105-00
TT7Ø1
7880
11
244°
11
266°
TT8Ø1
UT811
216°
13
31
205°
11
3300
TT9Ø3
5
205°
TT7Ø2
5
(IAF)
TT9Ø4
MAX 200 KT
4930
025°
(IAF)
TT7Ø3
MAX 200 KT
4930
CHENGDU
Shuangliu
ZUUU
9000
7000
5000
3000
CONTOUR INTERVALS
4 4
12 3
20 3
14 1
12 2
4 5
3 0
4 0
31-30
31-00
30-30
30-00
104-00
104-30

BUPMI 6M [BUPM6M]
BUPMI 8M [BUPM8M]
BUPMI 9M [BUPM9M]
MEXAD 6M [MEXA6M]
MEXAD 8M [MEXA8M]
MEXAD 9M [MEXA9M]
RNAV ARRIVALS
(RWYS 01, 02)

CHENGDU, PR OF CHINA
RNAV STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118
127.075 (Chinese 126.8)	1452	RNAV 1 GNSS
		1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.

BUPMI 8V [BUPM8V]
MEXAD 8V [MEXA8V]
RNAV ARRIVALS
(RWYS 19, 20)

STAR	ROUTING
BUPMI 8V	BUPMI - TT81Ø (FL118-) - TT736 - TT733 - TT723 - TT724 (K200-; 4930+).
MEXAD 8V	MEXAD - TT81Ø (FL118-) - TT736 - TT733 - TT723 - TT724 (K200-; 4930+).

FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH
9850′ - 3000m
4930′ - 1500m

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 20-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST

MEXAD
147°
MEXAD 8V
52
BUPMI
292°
BUPMI 8V
21
MHA 9850
TT81Ø
FL118
210°
215°
26
TT736
205°
16
(IAF)
TT724
MAX 200 KT
4930
5
025°
TT723
8
295°
TT733
ARP
205°
025°
4600
3300
CHENGDU
Shuangliu
ZUUU
15000
13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS
20 3
12 3
4 4
14 1
4 5
3 0
12 2
4 0
4 4
31-30
31-00
30-30
30-00
104-00
104-30
105-00

ZUTF/TFU
TIANFU

JEPPESEN
7 JUL 23
20-2A
Eff 12 Jul 1600Z

CHENGDU, PR OF CHINA
RNAV STAR

BUPMI 8V [BUPM8V]
MEXAD 8V [MEXA8V]
RNAV ARRIVALS
(RWYS 19, 20)

CHANGES: None.

ZUTF/TFU
TIANFU

JEPPESEN

CHENGDU, PR OF CHINA

14 APR 23 | 20-2B | Eff 19 Apr 1600Z | RNAV STAR

AKOPI 6M [AKOP6M], AKOPI 8M [AKOP8M]
RNAV ARRIVALS
(RWYS 01, 02)

Apt Elev 1452

D-ATIS 127.075 (Chinese 126.8)

Alt Set: hPa Trans level: FL118

RNAV 1 GNSS

1. RADAR required.
2. Under RADAR control actual flight altitude by ATC.

FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH
9850' - 3000m
7880' - 2400m
4930' - 1500m

LOST COMMS ▶ LOST COMMS ▶ LOST
Refer to 20-1P pages.
LOST ◀ LOST COMMS ◀ LOST COMMS

STAR	ROUTING
AKOPI 6M	AKOPI - TT804 - TT803 - TT802 - TT801 - TT701 (7880+) - TT903 - TT904 (K200-; 4930+).
AKOPI 8M	AKOPI - TT804 - TT803 - TT802 - TT801 - TT701 (7880+) - TT702 - TT703 (K200-; 4930+).

AKOPI
AKOPI 6M, 8M
TT804
TT803
TT802
TT801
TT701 7880
TT702
TT703 MAX 200 KT 4930
TT903
TT904 MAX 200 KT 4930
MHA 9850
CONTOUR INTERVALS 5000 3000
3300
4600
ARP
CHENGDU Shuangliu ZUUU
AKOPI 6M
AKOPI 8M
(IAF)

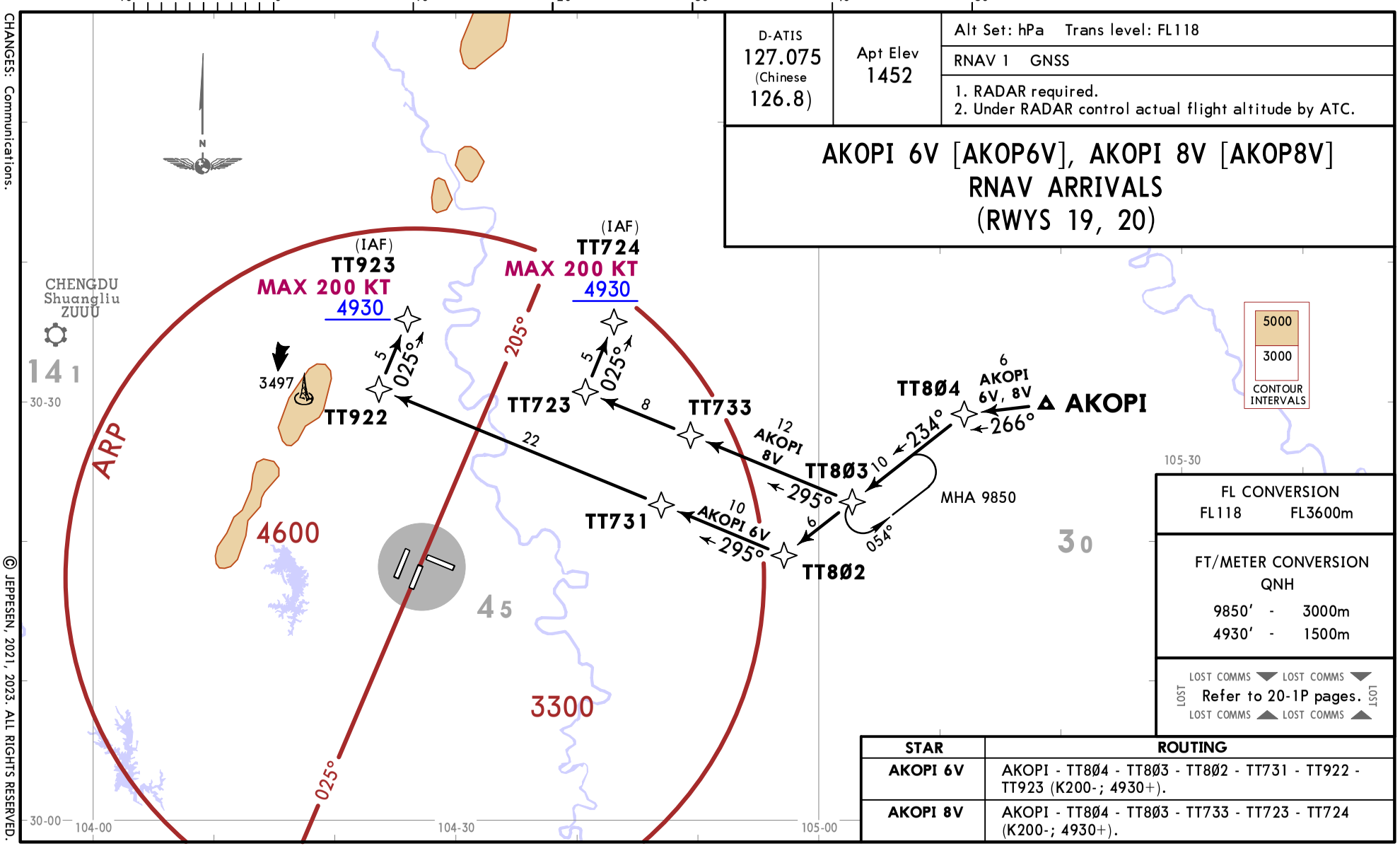
14 APR 23
JEPPESEN
20-2C
Eff 19 Apr 1600Z

CHENGDU, PR OF CHINA

RNAV STAR

D-ATIS	Apt Elev	
127.075 (Chinese 126.8)	1452	Alt Set: hPa Trans level: FL118
		RNAV 1 GNSS
		1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.

AKOPI 6V [AKOP6V], AKOPI 8V [AKOP8V] RNAV ARRIVALS (RWYS 19, 20)



FL CONVERSION	
FL118	FL3600m

FT/METER CONVERSION QNH	
9850′	3000m
4930′	1500m

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 20-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST

STAR	ROUTING
AKOPI 6V	AKOPI - TT8Ø4 - TT8Ø3 - TT8Ø2 - TT731 - TT922 - TT923 (K200-; 4930+).
AKOPI 8V	AKOPI - TT8Ø4 - TT8Ø3 - TT733 - TT723 - TT724 (K200-; 4930+).

CHANGES: Communications.

CHENGDU, PR OF CHINA

RNAV STAR

D-ATIS 127.075 (Chinese 126.8)	Alt Set: hPa Trans level: FL118
	RNAV 1 GNSS
Apt Elev 1452	1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.

ELDUD 8M [ELDU8M]
IGNAK 8M [IGNA8M]
LADUP 8M [LADU8M]
RNAV ARRIVALS
(RWYS 01, 02)

STAR	ROUTING
ELDUD 8M	ELDUD - TT821 - TT715 (9850-) - TT713 - TT712 - TT702 - TT703 (K200-; 4930+).
IGNAK 8M	IGNAK - TT822 - TT715 (9850-) - TT713 - TT712 - TT702 - TT703 (K200-; 4930+).
LADUP 8M	LADUP - NONOV (FL157+) - CZH (FL128+) - UU901 - TT903 - TT904 (K200-; 4930+).

FL CONVERSION

FL157	FL4800m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION
QNH

9850′	3000m
4930′	1500m

LOST COMMS Refer to 20-1P pages. LOST COMMS

CONTOUR INTERVALS: 19000, 17000, 15000, 13000, 11000, 9000, 7000, 5000, 3000

17598

NONOV
FL157

LADUP 8M
070°
12
098°
23

LADUP

MHA FL128
278°
R278
CHONGZHOU
114.5 CZH
FL128
CHENGDU
Shuangliu
ZUUU

167°
8
UU901
137°
35

TT903
205°
5

TT904
(IAF)
MAX 200 KT
4930

TT702
205°
5
295°
8
TT712

TT703
(IAF)
MAX 200 KT
4930

TT713
5

TT715
9850
13

19
20

TT822
205°
13
IGNAK 8M
025°
MHA FL118

TT821
337°
202°
10
ELDUD 8M
022°
MHA 9850

IGNAK

ELDUD

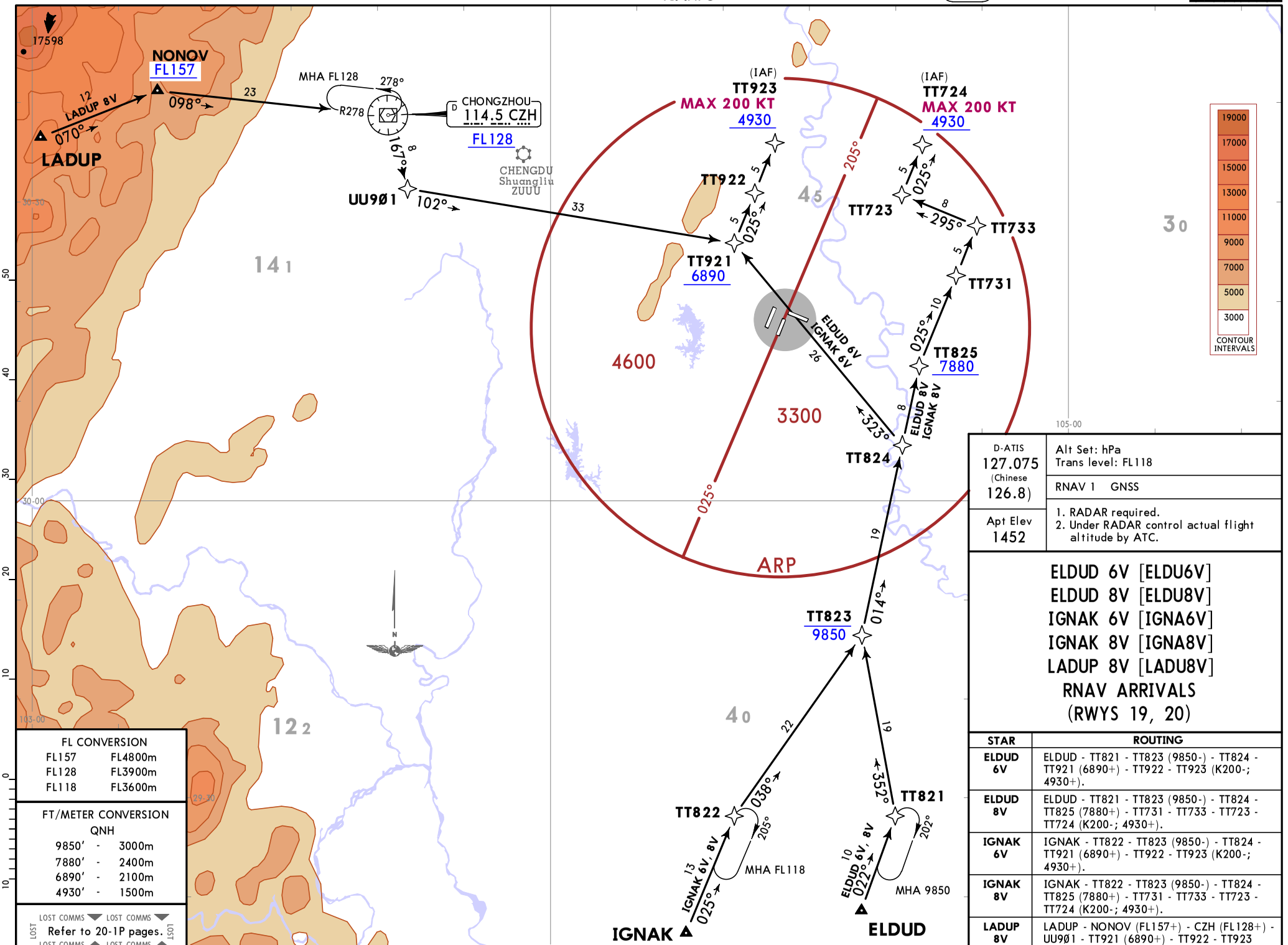
ARP
025°
205°

4600
3300

14 1
12 2
4 5
4 0
3 0
4 4

30-30
30-00
29-30
103-00
103-30
104-00
104-30
105-00

CHANGES: Communications.



FL CONVERSION	
FL157	FL4800m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH	
9850′ -	3000m
7880′ -	2400m
6890′ -	2100m
4930′ -	1500m

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 20-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST

D-ATIS 127.075 (Chinese 126.8)	Alt Set: hPa Trans level: FL118
	RNAV 1 GNSS
Apt Elev 1452	1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.

ELDUD 6V [ELDU6V]
ELDUD 8V [ELDU8V]
IGNAK 6V [IGNA6V]
IGNAK 8V [IGNA8V]
LADUP 8V [LADU8V]
RNAV ARRIVALS
(RWYS 19, 20)

STAR	ROUTING
ELDUD 6V	ELDUD - TT821 - TT823 (9850-) - TT824 - TT921 (6890+) - TT922 - TT923 (K200-; 4930+).
ELDUD 8V	ELDUD - TT821 - TT823 (9850-) - TT824 - TT825 (7880+) - TT731 - TT733 - TT723 - TT724 (K200-; 4930+).
IGNAK 6V	IGNAK - TT822 - TT823 (9850-) - TT824 - TT921 (6890+) - TT922 - TT923 (K200-; 4930+).
IGNAK 8V	IGNAK - TT822 - TT823 (9850-) - TT824 - TT825 (7880+) - TT731 - TT733 - TT723 - TT724 (K200-; 4930+).
LADUP 8V	LADUP - NONOV (FL157+) - CZH (FL128+) - UUØ1 - TT921 (6890+) - TT922 - TT923 (K200-; 4930+).

CHANGES: Communications.

D-ATIS 127.075 (Chinese 126.8) | Apt Elev 1452 | Alt Set: hPa Trans level: FL118 Under RADAR control actual flight altitude by ATC.

AKOPI Ø9A [AKOØ9A], BUPMI Ø9A [BUPØ9A] MEXAD Ø9A [MEXØ9A] ARRIVALS (RWYS 01, 02)

SPEED: INITIAL APPROACH MAX 200 KT

FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH
9850′ - 3000m
4930′ - 1500m
3940′ - 1200m

LOST COMMS Refer to 20-1P pages. LOST COMMS

MEXAD
169° MEXAD Ø9A 21
R349
MIANYANG 114.8 MYG
132°
33
BUPMI
191° BUPMI Ø9A 21
MHA 9850
022°
D33.0 MYG
D72.0 ZYG
202°
33
ZGA VOR
180°
3300
4600
SHUANGLIU 115.7 CTU
CHENGDU Shuangliu ZUUU
ZHUGAO 115.25 ZGA
R103
D38.8 ZYG
D13.7 ZGA
AKOPI Ø9A
16
283°
AKOPI
103°
MHA 9850
14.8
205°
R110
D37.7 CTU
D13.2 ZGA
14.1
290°
360°
D24.0 ZYG
D51.8 CTU
R022
29.4
JYA VOR
4600
(IAF)
D42.6 ZGA
RWY 01: 4930
RWY 02: 3940
JINGYAN 114.65 JYA
ZIYANG 112.1 ZYG

17000
15000
13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS

ZUTF/TFU TIANFU
Eff 19 Apr 1600Z
14 APR 23
JEPPESEN
20-2F

AKOPI Ø9A [AKOØ9A]
BUPMI Ø9A [BUPØ9A]
MEXAD Ø9A [MEXØ9A]
ARRIVALS
(RWYS 01, 02)

CHENGDU, PR OF CHINA
STAR

CHANGES: Communications.

D-ATIS
127.075
(Chinese 126.8)

Apt Elev
1452

Alt Set: hPa Trans level: FL118
Under RADAR control actual flight altitude by ATC.

AKOPI 19A [AKO19A], BUPMI 19A [BUP19A]
MEXAD 19A [MEX19A]
ARRIVALS
(RWYS 19, 20)

SPEED: INITIAL APPROACH MAX 200 KT

FL CONVERSION
FL118 FL3600m

FT/METER CONVERSION
QNH
9850′ - 3000m
4930′ - 1500m
3940′ - 1200m

LOST COMMS ▼ LOST COMMS ▼
LOST Refer to 20-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

MEXAD
169°
MEXAD 19A
21
R349
MIANYANG
114.8 MYG
132°
33
BUPMI
BUPMI 19A
21
191°
MHA 9850
D33.0 MYG
D72.0 ZYG
022°
202°
33
D38.8 ZYG
D13.7 ZGA
AKOPI 19A
16
283°
AKOPI
103°
MHA 9850
R022
R103
13.7

ZGA VOR
180°
360°
3300
4600
(IAF)
ZHUGAO
115.25 ZGA
RWY 19: 4930
RWY 20: 3940

JYA VOR
4600
JINGYAN
114.65 JYA
ZIYANG
112.1 ZYG

CONTOUR INTERVALS
17000
15000
13000
11000
9000
7000
5000
3000

16451

CHENGDU
Shuangliu
ZUUU

ZUTF/TFU
TIANFU

JEPPESEN
14 APR 23
20-2G
Eff 19 Apr 1600Z

CHENGDU, PR OF CHINA
STAR

AKOPI 19A [AKO19A]
BUPMI 19A [BUP19A]
MEXAD 19A [MEX19A]
ARRIVALS
(RWYS 19, 20)

CHENGDU, PR OF CHINA

STAR

D-ATIS	Apt Elev	
127.075 (Chinese 126.8)	1452	Alt Set: hPa Trans level: FL118 Under RADAR control actual flight altitude by ATC.

ELDUD Ø9A [ELDØ9A]
IGNAK Ø9A [IGNØ9A]
LADUP Ø9A [LADØ9A]
ARRIVALS
(RWYS 01, 02)

SPEED: INITIAL APPROACH MAX 200 KT

FL CONVERSION	
FL157	FL4800m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH	
9850′	3000m
4930′	1500m
3940′	1200m

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 20-1P pages.
LOST COMMS ▲ LOST COMMS ▲

NONOV
FL157
LADUP Ø9A 070°
12
098°
23
MHA FL128
278°
R278
167°
8.8
D8.8 CZH
125°
33
CHONGZHOU
114.5 CZH
FL128
CHENGDU
Shuangliu
ZUUU
ZGA VOR
WUFENGXI
117.1 WFX
ZHUGAO
115.25 ZGA
180°
360°
3300
4600
D30.0 ZYG
D28.8 JYA
R305 ZYG
205° ZGA
12.6
205°
JYA VOR
(IAF)
D16.2 JYA
4930
R025
JINGYAN
114.65 JYA
(IAF)
D42.6 ZGA
RWY 01: 4930
RWY 02: 3940
8
295°
D43.2 WFX
D10.0 ZYG
R178
ZIYANG
112.1 ZYG
10.8
R213
178°
D54.0 WFX
D16.3 ZYG
MHA 9850
ELDUD Ø9A
24
358°
ELDUD
IGNAK Ø9A
31
033°
IGNAK
4600

CONTOUR INTERVALS
19000
17000
15000
13000
11000
9000
7000
5000
3000

CHANGES: Communications.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118 Under RADAR control actual flight altitude by ATC.
127.075 (Chinese 126.8)	1452	

ELDUD 19A [ELD19A]
IGNAK 19A [IGN19A]
LADUP 19A [LAD19A]
ARRIVALS
(RWYS 19, 20)

SPEED: INITIAL APPROACH MAX 200 KT

FL CONVERSION	
FL157	FL4800m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH	
4930′ -	1500m
3940′ -	1200m

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 20-1P pages.
LOST COMMS ▲ LOST COMMS ▲

ZGA VOR
JYA VOR

NONOV
FL157
LADUP
LADUP 19A
070°
12
098°
23
MHA FL128
278°
R278
129°
15
CHONGZHOU
114.5 CZH
FL128
CHENGDU
Shuangliu
ZUUU
CHENGDU
260 ZW
089°
15
R269
BAIHESI
117.9 BHS
9.2
115°
D9.2 BHS
D43.9 JYA
14.9
(IAF)
D14.5 ZGA
D58.8 JYA
4930
295°
(IAF)
ZHUGAO
115.25 ZGA
RWY 19: 4930
RWY 20: 3940
180°
R161
20.5
341°
360°
D21.2 ZYG
D20.5 ZGA
4600
3300
025°
21.2
022°
ZIYANG
112.1 ZYG
R213
R192
JINGYAN
114.65 JYA
4600
D22.9 ZYG
213°
MHA FL118
23
ELDUD 19A
38
012°
ELDUD
IGNAK 19A
24
033°
IGNAK

19000
17000
15000
13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS

CHANGES: Communications.

CHANGES: TT401 position with adjacent tracks.

Apt Elev 1452	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS
	1. RADAR required. 2. Under RADAR control actual flight altitude by ATC. 3. No turns before DER.

BOKIR 9C [BOKI9C]
SAGPI 9C [SAGP9C]
UBRAB 9C [UBRA9C]
RNAV DEPARTURES
(RWY 01)

SID	ROUTING
BOKIR 9C	TT401 - TT402 - CDX - BOKIR.
SAGPI 9C	TT401 - TT402 - TT403 - TT404 - SAGPI.
UBRAB 9C	TT401 - TT402 - TT403 - UBRAB.

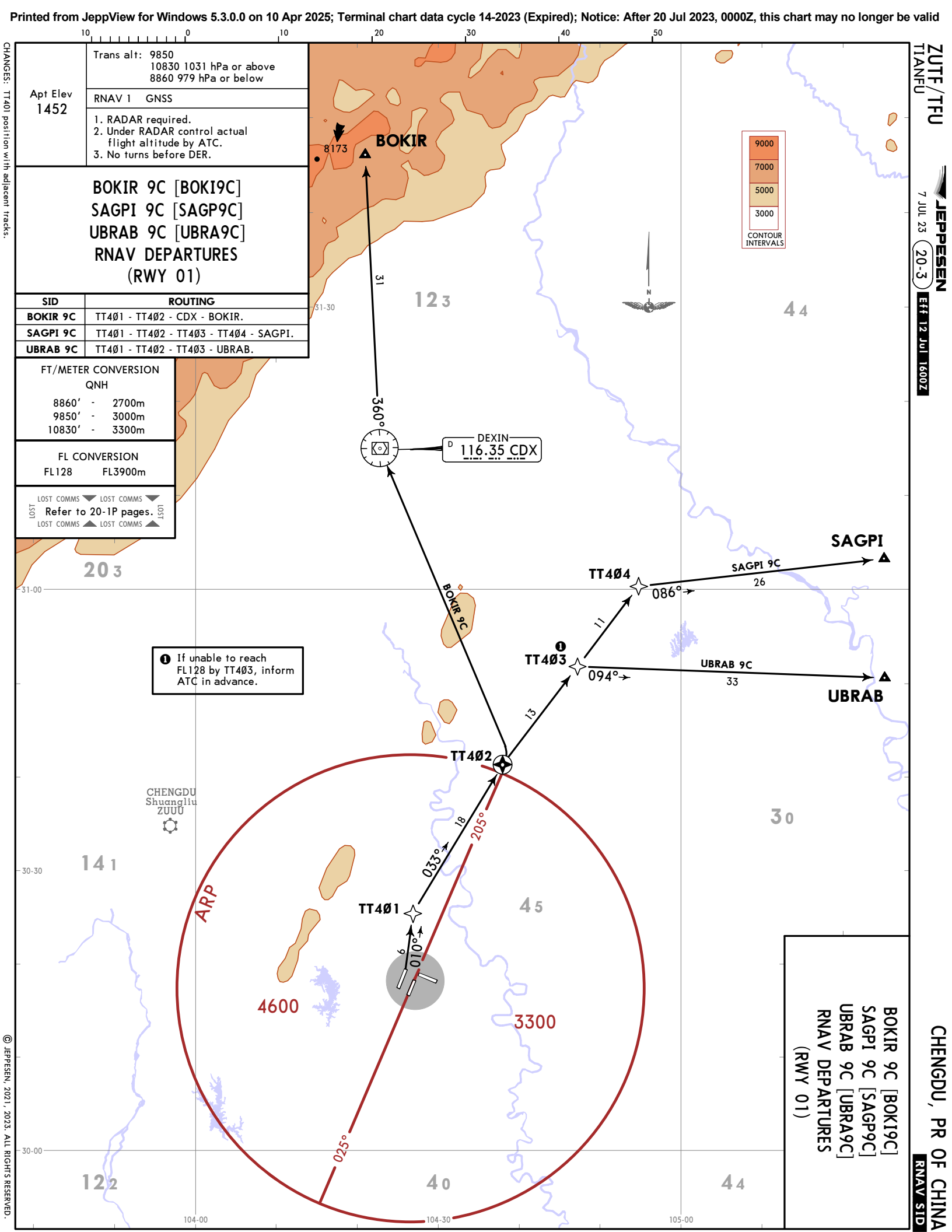
FT/METER CONVERSION
QNH

8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL128	FL3900m

LOST COMMS LOST COMMS LOST
Refer to 20-1P pages.
LOST COMMS LOST COMMS



BOKIR 9C [BOKI9C]
SAGPI 9C [SAGP9C]
UBRAB 9C [UBRA9C]
RNAV DEPARTURES
(RWY 01)

CHENGDU, PR OF CHINA
RNAV SID

CHANGES: None.

Apt Elev 1452	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS
	1. RADAR required. 2. Under RADAR control actual flight altitude by ATC.

BOKIR 9E [BOKI9E]
SAGPI 9E [SAGP9E]
UBRAB 9E [UBRA9E]
RNAV DEPARTURES
(RWY 02)

SID	ROUTING
BOKIR 9E	TT41Ø - (2470+) - ZGA - CDX - BOKIR.
SAGPI 9E	TT41Ø - (2470+) - ZGA - TT413 - SAGPI.
UBRAB 9E	TT41Ø - (2470+) - ZGA - TT413 - UBRAB.

FT/METER CONVERSION
QNH

2470′	-	750m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION
FL128 FL3900m

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 20-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST

11000
9000
7000
5000
3000
CONTOUR INTERVALS

8173
BOKIR
31
360°
DEXIN
D 116.35 CDX
BOKIR 9E
SAGPI
SAGPI 9E
28
UBRAB
UBRAB 9E
23
TT413
081°
17
054°
ZHUGAO
D 115.25 ZGA
205°
025°
ARP
2470
TT41Ø
040°
025°
4600
3300
CHENGDU
Shuangliu
ZUUU

❶ If unable to reach FL128 by TT413, inform ATC in advance.

12 3
4 4
20 3
14 1
4 5
3 0
12 2
4 0
4 4
31-00
30-30
30-00
104-00
104-30
105-00

ZUTF/TFU
TIANFU

JEPPESEN
7 JUL 23
20-3A
Eff 12 Jul 1600Z

CHENGDU, PR OF CHINA
RNAV SID

BOKIR 9E [BOKI9E]
SAGPI 9E [SAGP9E]
UBRAB 9E [UBRA9E]
RNAV DEPARTURES
(RWY 02)

CHANGES: None.

Apt Elev	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
1452	1. RNAV 1. 2. GNSS required. 3. RADAR required. 4. Under RADAR control actual flight altitude by ATC. 5. No turns before DER.

BOKIR 9G [BOKI9G]
SAGPI 9G [SAGP9G]
UBRAB 9G [UBRA9G]
RNAV DEPARTURES
(RWY 20)

SID	ROUTING
BOKIR 9G	TT422 - TT426 - TT427 - WFX - CDX - BOKIR.
SAGPI 9G	TT422 - TT426 - TT427 - TT428 - SAGPI.
UBRAB 9G	TT422 - TT426 - TT427 - TT428 - UBRAB.

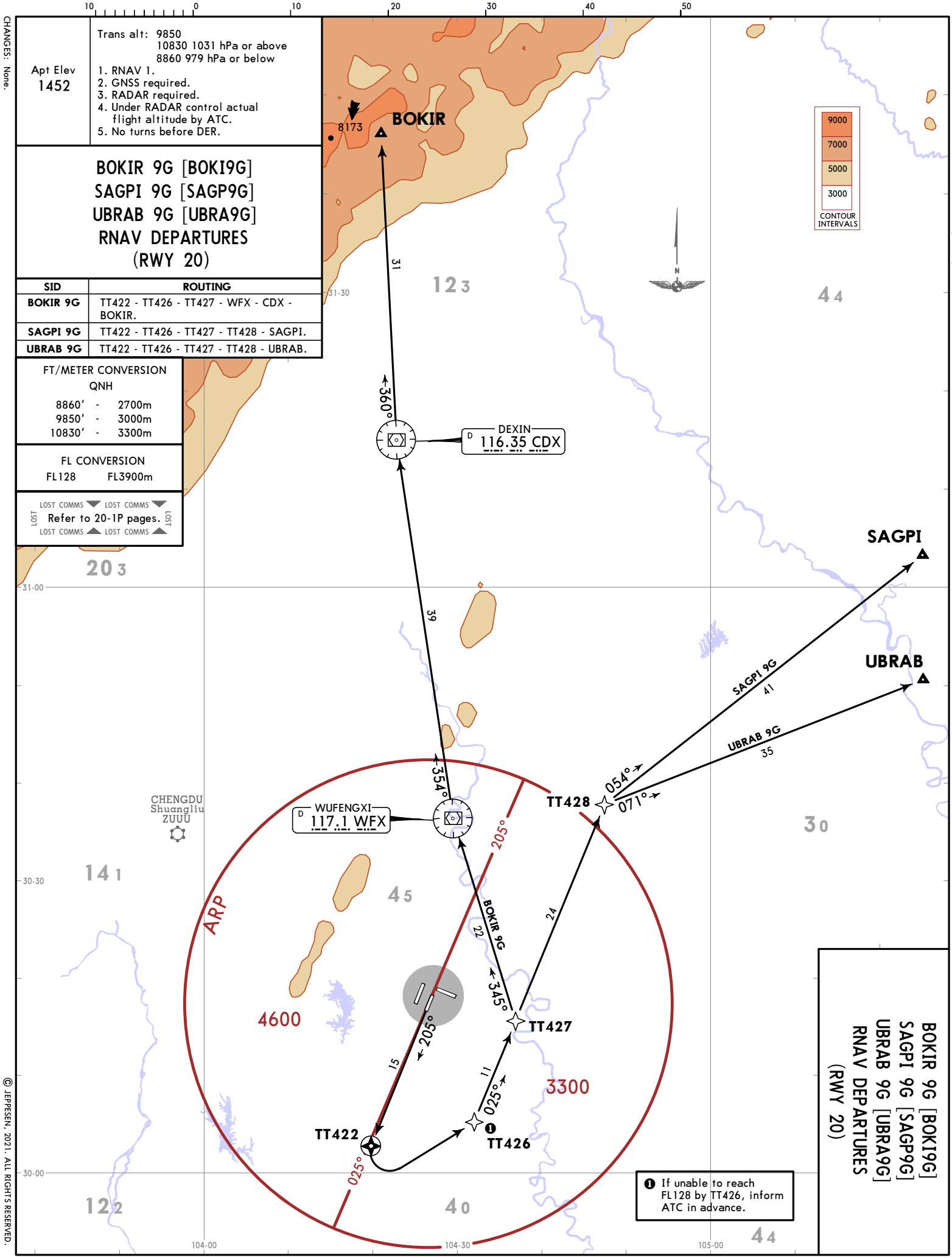
FT/METER CONVERSION
QNH

8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL128	FL3900m

LOST COMMS LOST COMMS
Refer to 20-1P pages.
LOST COMMS LOST COMMS



BOKIR 9G [BOKI9G]
SAGPI 9G [SAGP9G]
UBRAB 9G [UBRA9G]
RNAV DEPARTURES
(RWY 20)

CHENGDU, PR OF CHINA
RNAV SID

CHANGES: Reissue.

Apt Elev
1452

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

1. RNAV 1.
2. GNSS required.
3. RADAR required.
4. Under RADAR control actual flight altitude by ATC.
5. No turns before DER.

BOKIR 6H [BOKI6H]
BOKIR 9H [BOKI9H]
SAGPI 6H [SAGP6H]
SAGPI 9H [SAGP9H]
UBRAB 9H [UBRA9H]
RNAV DEPARTURES
(RWY 19)

SID	ROUTING
BOKIR 6H	TT431 - TT436 - TT438 - CDX - BOKIR.
BOKIR 9H	TT432 - TT426 - TT427 - WFX - TT438 - CDX - BOKIR.
SAGPI 6H	TT431 - TT436 - TT438 - SAGPI.
SAGPI 9H	TT432 - TT426 - TT427 - TT428 - SAGPI.
UBRAB 9H	TT432 - TT426 - TT427 - TT428 - UBRAB.

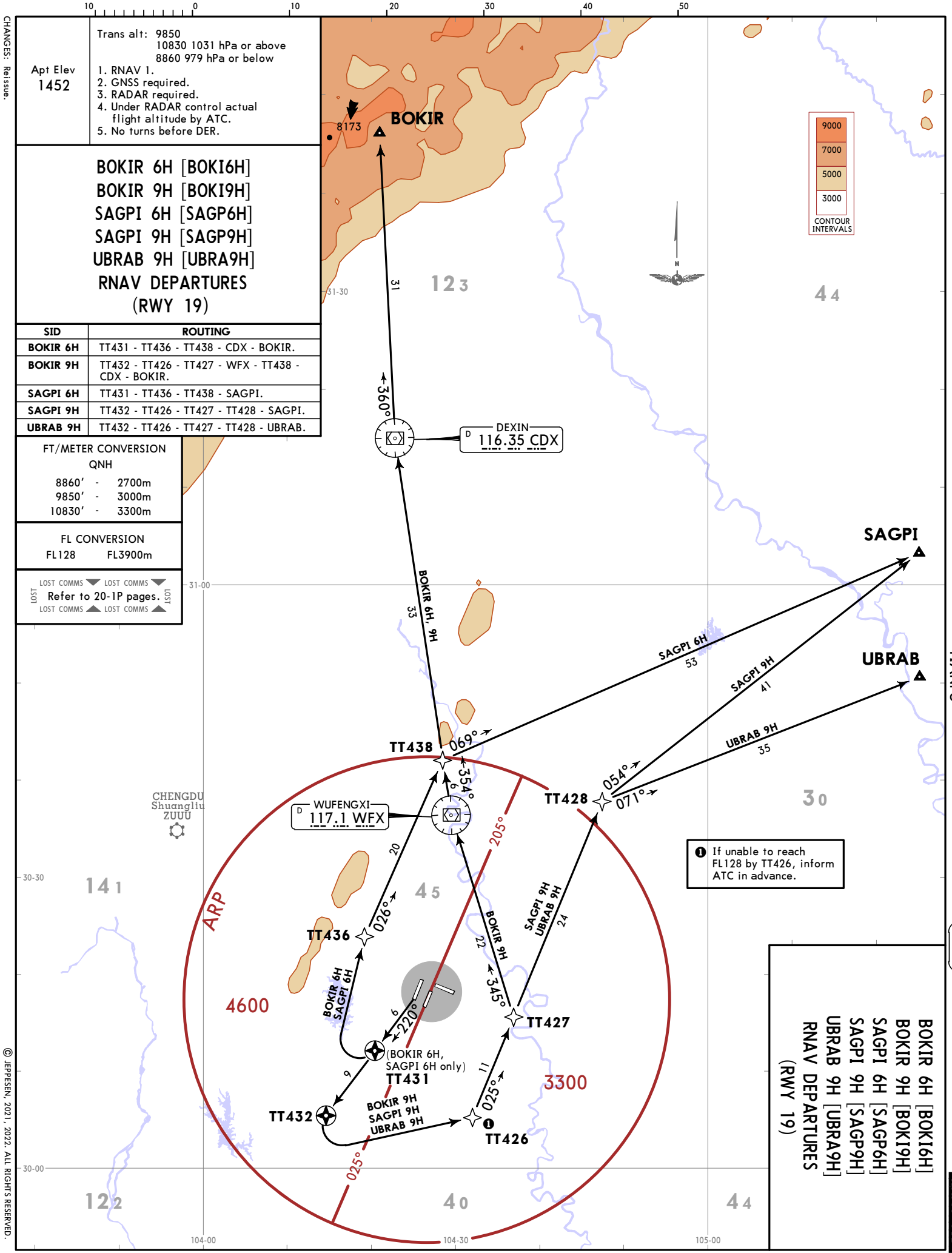
FT/METER CONVERSION
QNH

8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL128	FL3900m

LOST COMMS LOST COMMS LOST
Refer to 20-1P pages.
LOST COMMS LOST COMMS



ZUTF/TFU
TIANFU

JEPPESEN
5 AUG 22
20-3C

CHENGDU, PR OF CHINA

BOKIR 6H [BOKI6H]
BOKIR 9H [BOKI9H]
SAGPI 6H [SAGP6H]
SAGPI 9H [SAGP9H]
UBRAB 9H [UBRA9H]
RNAV DEPARTURES
(RWY 19)

RNAV SID

CHANGES: RNAV SIDs revised.

Apt Elev
1452

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RNAV 1.
2. GNSS required.
3. RADAR required.
4. Under RADAR control actual flight altitude by ATC.
5. No turns before DER.

BOKIR 6K [BOKI6K]
SAGPI 6K [SAGP6K]
UBRAB 6K [UBRA6K]
RNAV DEPARTURES
(RWY 11)

SID	ROUTING
BOKIR 6K	TT465 - TT467 - TT468 - WFX - CDX - BOKIR.
SAGPI 6K	TT465 - TT467 - TT468 - WFX - SAGPI.
UBRAB 6K	TT465 - TT467 - TT468 - WFX - UBRAB.

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

FL CONVERSION
FL138 FL4200m

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 20-1P pages.
LOST COMMS ▲ LOST COMMS ▲

9000
7000
5000
3000
CONTOUR INTERVALS

BOKIR
8173
31
360°
DEXIN
D 116.35 CDX
SAGPI
UBRAB
BOKIR 6K
39
SAGPI 6K
55
UBRAB 6K
50
❶ If unable to reach FL138 by WFX, inform ATC in advance.
354°
063°
075°
❶
D WUFENGXI
117.1 WFX
CHENGDU
Shuangliu
ZUUU
205°
ARP
15
024°
TT468
TT465
115°
3
4600
3300
025°
TT467
12 3
31-30
4 4
14 1
4 5
3 0
12 2
4 0
4 4
31-00
30-30
30-00
104-00
104-30
105-00

BOKIR 6K [BOKI6K]
SAGPI 6K [SAGP6K]
UBRAB 6K [UBRA6K]
RNAV DEPARTURES
(RWY 11)

CHENGDU, PR OF CHINA
RNAV SID

CHANGES: RNAV SIDs revised.

Apt Elev
1452

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. RNAV 1.
2. GNSS required.
3. RADAR required.
4. Under RADAR control actual flight altitude by ATC.
5. No turns before DER.

BOKIR 8K [BOKI8K]
SAGPI 8K [SAGP8K]
UBRAB 8K [UBRA8K]
RNAV DEPARTURES
(RWY 11)

SID	ROUTING
BOKIR 8K	TT465 - ZGA - CDX - BOKIR.
SAGPI 8K	TT465 - ZGA - TT413 - SAGPI.
UBRAB 8K	TT465 - ZGA - TT413 - UBRAB.

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

FL CONVERSION
FL128 FL3900m

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 20-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST

9000
7000
5000
3000
CONTOUR INTERVALS

BOKIR
8173
31
360°
DEXIN
D 116.35 CDX
BOKIR 8K
SAGPI
SAGPI 8K
28
UBRAB
UBRAB 8K
23
TT413
081°
17
054°
ZHUGAO
D 115.25 ZGA
CHENGDU
Shuangliu
ZUUU
205°
ARP
4600
115°
31
TT465
3300
025°

❶ If unable to reach FL128 by TT413, inform ATC in advance.

12 3
4 4
20 3
14 1
4 5
3 0
12 2
4 0
4 4

31-00
31-30
30-30
30-00
104-00
104-30
105-00

ZUTF/TFU
TIANFU

JEPPESEN
13 MAY 22
20-3E
Eff 18 May 1600Z

CHENGDU, PR OF CHINA
RNAV SID

BOKIR 8K [BOKI8K]
SAGPI 8K [SAGP8K]
UBRAB 8K [UBRA8K]
RNAV DEPARTURES
(RWY 11)

CHENGDU, PR OF CHINA

RNAV SID

Apt Elev 1452	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS
	1. RADAR required. 2. Under RADAR control actual flight altitude by ATC. 3. No turns before DER.

ATVAX 9C [ATVA9C]
LUVEN 9C [LUVE9C]
MUMGO 9C [MUMG9C]
RNAV DEPARTURES
(RWY 01)

MUMGO
36
287°
CHONGZHOU
D 114.5 CZH
R129
15
309°
CHENGDU
260 ZW
CHENGDU
Shuangliu
ZUUU
MUMGO 9C
34
275°
TT4Ø2
TT4Ø9
TT4Ø1
TT42Ø
TT461
TT463
ATVAX 9C
LUVEN 9C
ARP
4600
3300
033°
18
205°
237°
010°
19
6
195°
56
174°
15
164°
28
025°
ATVAX
LUVEN
14 1
12 2
4 0
3 0
4 4
4 5

CONTOUR INTERVALS
19000
17000
15000
13000
11000
9000
7000
5000
3000

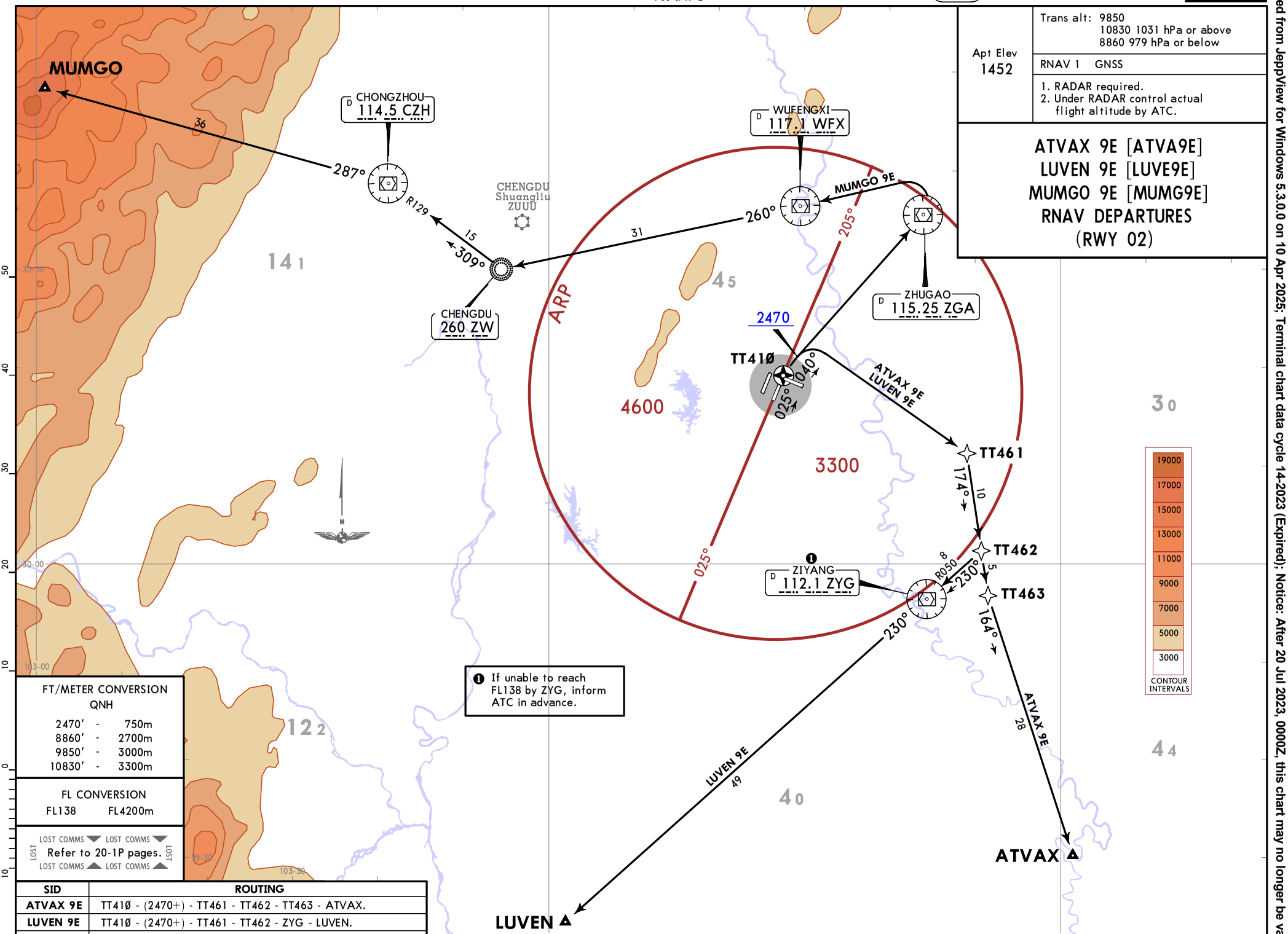
FT/METER CONVERSION
QNH

8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

LOST COMMS ▼ LOST COMMS ▼
LOST Refer to 20-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

SID	ROUTING
ATVAX 9C	TT4Ø1 - TT4Ø2 - TT461 - TT463 - ATVAX.
LUVEN 9C	TT4Ø1 - TT4Ø2 - TT4Ø9 - TT42Ø - LUVEN.
MUMGO 9C	TT4Ø1 - TT4Ø2 - TT4Ø9 - ZW - CZH - MUMGO.

CHANGES: TT401 position with adjacent tracks.



Apt Elev
1452

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

RNAV 1 GNSS

1. RADAR required.
2. Under RADAR control actual flight altitude by ATC.

ATVAX 9E [ATVA9E]
LUVEN 9E [LUVE9E]
MUMGO 9E [MUMG9E]
RNAV DEPARTURES
(RWY 02)

❶ If unable to reach FL138 by ZYG, inform ATC in advance.

FT/METER CONVERSION
QNH

2470′	-	750m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL138	FL4200m

LOST COMMS ▼ LOST COMMS ▼
LOST Refer to 20-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

SID	ROUTING
ATVAX 9E	TT41Ø - (2470+) - TT461 - TT462 - TT463 - ATVAX.
LUVEN 9E	TT41Ø - (2470+) - TT461 - TT462 - ZYG - LUVEN.
MUMGO 9E	TT41Ø - (2470+) - ZGA - WFX - ZW - CZH - MUMGO.

CHANGES: None.

CHENGDU, PR OF CHINA

RNAV SID

Apt Elev	
1452	

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

1. RNAV 1.
2. GNSS required.
3. RADAR required.
4. Under RADAR control actual flight altitude by ATC.
5. No turns before DER.

ATVAX 9G [ATVA9G]
LUVEN 9G [LUVE9G]
MUMGO 9G [MUMG9G]
RNAV DEPARTURES
(RWY 20)

MUMGO

CHONGZHOU
D 114.5 CZH

SHUANGLIU
D 115.7 CTU

CHENGDU
Shuangliu
ZUUU

36
287°
14
290°
40
300°
205°
ARP
3300
4600
15
205°
11
025°
025°
204°
TT427
TT422
TT426
TT823
MUMGO 9G
ATVAX 9G
LUVEN 9G
42
129°
27
ATVAX
LUVEN

19000
17000
15000
13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS

❶ If unable to reach FL118 by TT426, inform ATC in advance.
❷ If unable to reach FL128 by TT823, inform ATC in advance.

FT/METER CONVERSION
QNH

8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

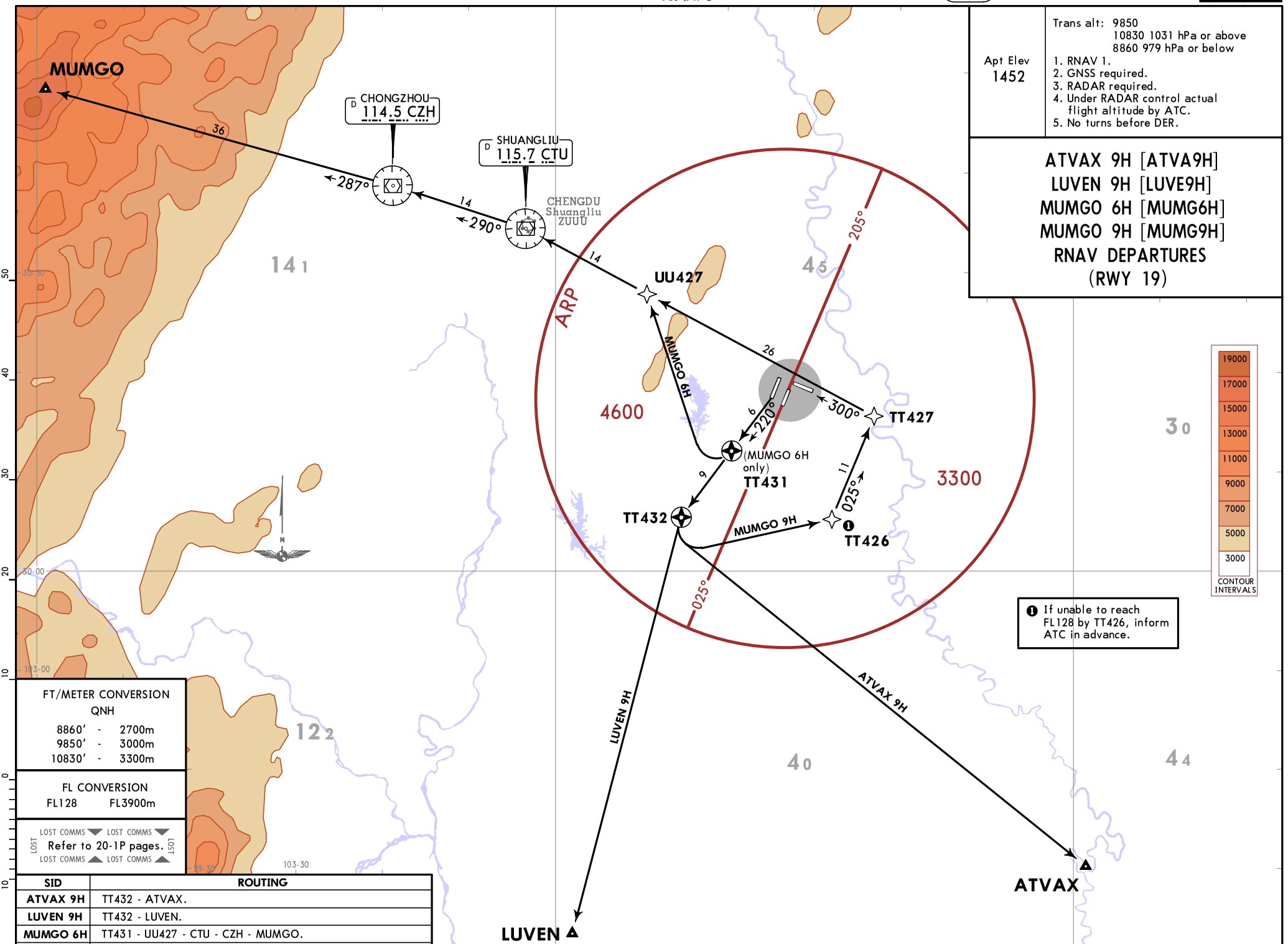
FL CONVERSION

FL118	FL3600m
FL128	FL3900m

LOST COMMS ▼ LOST COMMS ▼
LOST Refer to 20-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

SID	ROUTING
ATVAX 9G	TT422 - TT823 - ATVAX.
LUVEN 9G	TT422 - LUVEN.
MUMGO 9G	TT422 - TT426 - TT427 - CTU - CZH - MUMGO.

CHANGES: None.



Apt Elev
1452

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

1. RNAV 1.
2. GNSS required.
3. RADAR required.
4. Under RADAR control actual flight altitude by ATC.
5. No turns before DER.

ATVAX 9H [ATVA9H]
LUVEN 9H [LUVE9H]
MUMGO 6H [MUMG6H]
MUMGO 9H [MUMG9H]
RNAV DEPARTURES
(RWY 19)

19000
17000
15000
13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS

❶ If unable to reach FL128 by TT426, inform ATC in advance.

FT/METER CONVERSION
QNH

8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL128	FL3900m

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 20-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST

SID	ROUTING
ATVAX 9H	TT432 - ATVAX.
LUVEN 9H	TT432 - LUVEN.
MUMGO 6H	TT431 - UU427 - CTU - CZH - MUMGO.
MUMGO 9H	TT432 - TT426 - TT427 - UU427 - CTU - CZH - MUMGO.

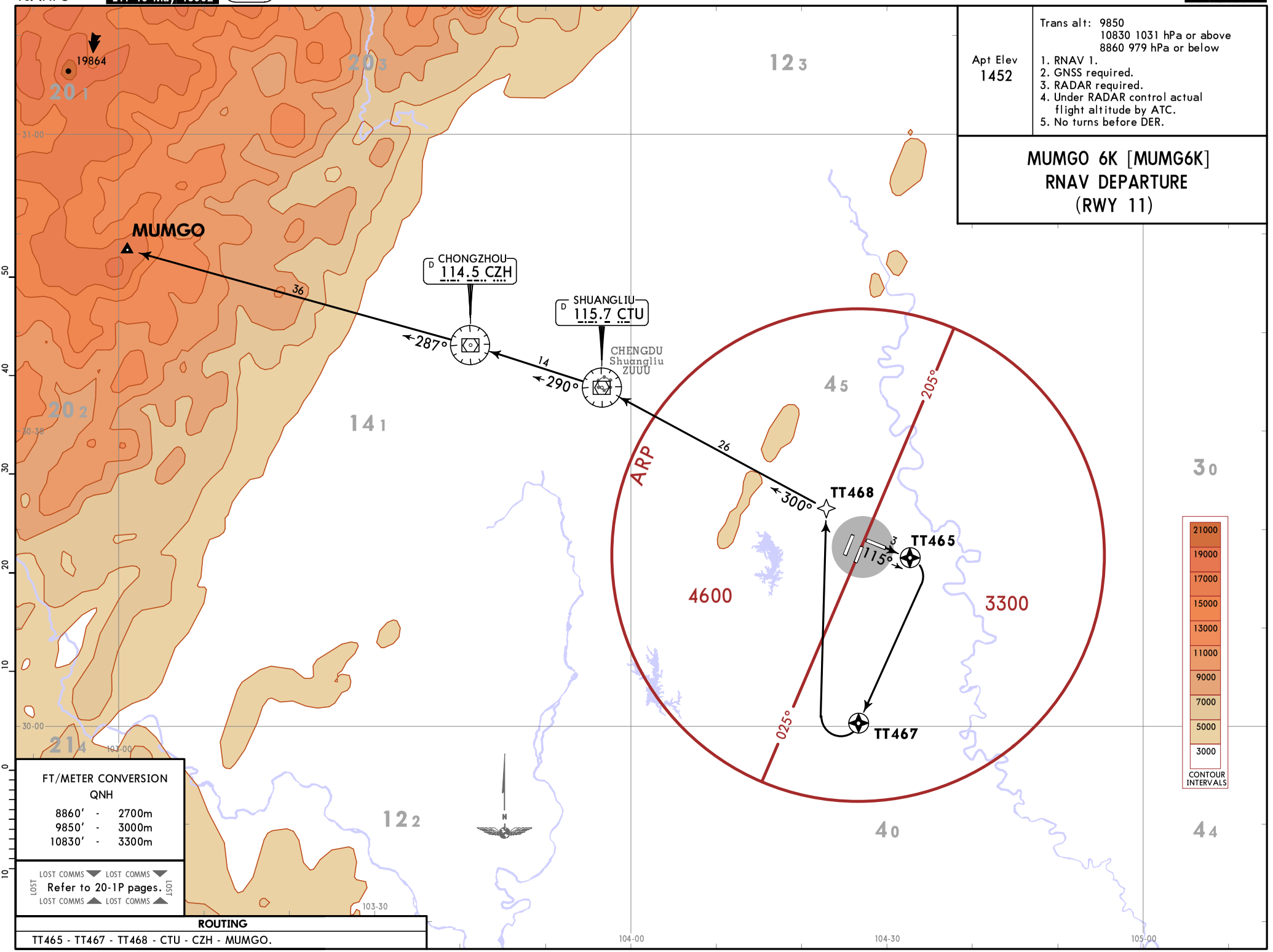
CHANGES: WP TT431 revised.

CHENGDU, PR OF CHINA

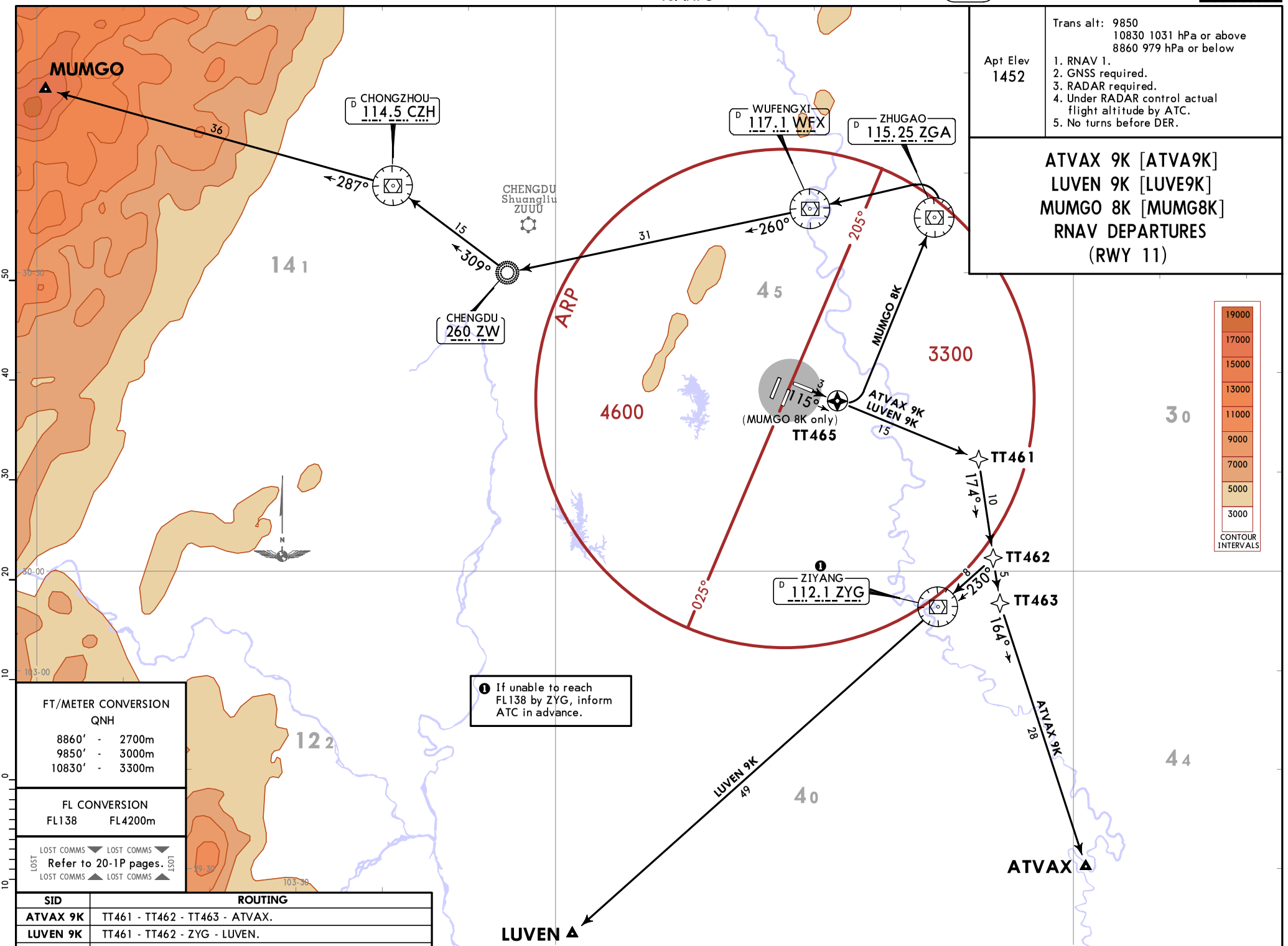
RNAV SID

Apt Elev	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
1452	1. RNAV 1. 2. GNSS required. 3. RADAR required. 4. Under RADAR control actual flight altitude by ATC. 5. No turns before DER.

MUMGO 6K [MUMG6K]
RNAV DEPARTURE
(RWY 11)



CHANGES: RNAV SID revised.



Apt Elev
1452

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

1. RNAV 1.
2. GNSS required.
3. RADAR required.
4. Under RADAR control actual flight altitude by ATC.
5. No turns before DER.

ATVAX 9K [ATVA9K]
LUVEN 9K [LUVE9K]
MUMGO 8K [MUMG8K]
RNAV DEPARTURES
(RWY 11)

FT/METER CONVERSION
QNH

8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL138	FL4200m

LOST COMMS ▼ LOST COMMS ▼
LOST Refer to 20-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

❶ If unable to reach FL138 by ZYG, inform ATC in advance.

SID	ROUTING
ATVAX 9K	TT461 - TT462 - TT463 - ATVAX.
LUVEN 9K	TT461 - TT462 - ZYG - LUVEN.
MUMGO 8K	TT465 - ZGA - WFX - ZW - CZH - MUMGO.

CHANGES: RNAV SID MUMGO 8K revised.

CHANGES: New airport.

Apt Elev	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Under RADAR control actual flight altitude by ATC. 2. No turns before DER.
1452	

BOKIR Ø9D [BOKØ9D]
SAGPI Ø9D [SAGØ9D]
UBRAB Ø9D [UBRØ9D]
DEPARTURES
(RWY 01)

FT/METER CONVERSION
QNH

8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

LOST COMMS Refer to 20-1P pages. LOST COMMS

BOKIR
31
360°
DEXIN
D 116.35 CDX
16451
SAGPI
D37.5 WFX
D35.1 JTG
SAGPI Ø9D
19
080°
12.7
BOKIR Ø9D
JINTANG
D 115.4 JTG
D24.8 WFX
D24.5 JTG
094°
UBRAB Ø9D
29
UBRAB
15.8
D9.0 WFX
WFX VOR
053°
9.0
WUFENGXI
D 117.1 WFX
CHENGDU
Shuangliu
ZUUU
R193
013°
D8.9 WFX
010°
4600
ZYG VOR
220°
3300
ZIYANG
D 112.1 ZYG
330°

CONTOUR INTERVALS
17000
15000
13000
11000
9000
7000
5000
3000

12 3
4 4
20 3
14 1
4 5
3 0
12 2
4 0
4 4

31-00
30-30
30-00
104-00
104-30
105-00

BOKIR Ø9D [BOKØ9D]
SAGPI Ø9D [SAGØ9D]
UBRAB Ø9D [UBRØ9D]
DEPARTURES
(RWY 01)

CHENGDU, PR OF CHINA
SID

CHANGES: New airport.

Apt Elev
1452

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Under RADAR control actual flight altitude by ATC.
2. No turns before DER.

BOKIR 19D [BOK19D]
SAGPI 19D [SAG19D]
UBRAB 19D [UBR19D]
DEPARTURES
(RWY 19)

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

LOST COMMS Refer to 20-1P pages. LOST COMMS

BOKIR
SAGPI
UBRAB
DEXIN D 116.35 CDX
ZHUGAO D 115.25 ZGA
WUFENGXI D 117.1 WFX
LOC DME 108.9 ICT
ZIYANG D 112.1 ZYG
WFX VOR
ZYG VOR
CHENGDU Shuangliu ZUUU
16451
4600
3300
360°
R174
31
39
354°
R164
054°
068°
R201
SAGPI 19D
45
UBRAB 19D
39
BOKIR 19D
20.7
344°
SAGPI 19D
UBRAB 19D
20.0
D20.0 ZGA
D20.7 WFX
220°
021°
D17.0 ICT
066°
220°
330°
31-00
30-30
30-00
104-00
104-30
105-00

ZUTF/TFU
TIANFU

JEPPESEN
14 MAY 21 (20-3N)
Eff 19 May 16002

CHENGDU, PR OF CHINA

BOKIR 19D [BOK19D]
SAGPI 19D [SAG19D]
UBRAB 19D [UBR19D]
DEPARTURES
(RWY 19)

SID

CHANGES: New airport.

Apt Elev
1452

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Under RADAR control actual flight altitude by ATC.

BOKIR 29D [BOK29D]
SAGPI 29D [SAG29D]
UBRAB 29D [UBR29D]
DEPARTURES
(RWY 02)

FT/METER CONVERSION
QNH

2470′	-	750m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

LOST COMMS ▼ LOST COMMS ▼
LOST Refer to 20-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

17000
15000
13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS

BOKIR
31
360°
DEXIN
D 116.35 CDX
16451
SAGPI
SAGPI 29D
20
D25.4 ZGA
094°
UBRAB 29D
16
UBRAB
BOKIR 29D
JINTANG
D 115.4 JTG
WFX VOR
SAGPI 29D
UBRAB 29D
25.4
054°
WUFENGXI
D 117.1 WFX
ZHUGAO
D 115.25 ZGA
CHENGDU
Shuangliu
ZUUU
2470
D2.6
ITV
040°
025°
LOC DME
111.3 ITV
4600
ZYG VOR
220°
3300
ZIYANG
D 112.1 ZYG
330°
12 3
4 4
20 3
14 1
4 5
3 0
12 2
4 0
4 4
31-00
30-30
30-00
104-00
104-30
105-00

BOKIR 29D [BOK29D]
SAGPI 29D [SAG29D]
UBRAB 29D [UBR29D]
DEPARTURES
(RWY 02)

CHENGDU, PR OF CHINA

SID

CHANGES: New airport.

Apt Elev
1452

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Under RADAR control actual flight altitude by ATC.

BOKIR 39D [BOK39D]
SAGPI 39D [SAG39D]
UBRAB 39D [UBR39D]
DEPARTURES
(RWY 20)

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

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 20-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST

CONTOUR INTERVALS
17000
15000
13000
11000
9000
7000
5000
3000

BOKIR
SAGPI
UBRAB
16451
31
360°
R174
DEXIN
D 116.35 CDX
39
354°
WFX VOR
4600
ZHUGAO
D 115.25 ZGA
SAGPI 39D
45
UBRAB 39D
39
054°
068°
WUFENGXI
D 117.1 WFX
R164
R201
CHENGDU
Shuangliu
ZUUU
BAIHESI
D 117.9 BHS
BOKIR 39D
20
SAGPI 39D
UBRAB 39D
20.0
344°
LOC DME
111.3 IFM
125°
205°
D20.0 ZGA
D25.3 BHS
ZYG VOR
220°
4600
D16.5 IFM
021°
ZIYANG
D 112.1 ZYG
3300
330°
12 3
4 4
20 3
14 1
4 5
3 0
12 2
4 0
4 4
31-00
30-30
30-00
104-00
104-30
105-00

ZUTF/TFU
TIANFU

JEPPESEN
14 MAY 21
20-3Q
Eff 19 May 16002

CHENGDU, PR OF CHINA
BOKIR 39D [BOK39D]
SAGPI 39D [SAG39D]
UBRAB 39D [UBR39D]
DEPARTURES
(RWY 20)
SID

CHANGES: SIDs revised.

Apt Elev
1452

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Under RADAR control actual flight altitude by ATC.

BOKIR 51D [BOK51D]
SAGPI 51D [SAG51D]
UBRAB 51D [UBR51D]
DEPARTURES
(RWY 11)

FT/METER CONVERSION
QNH

8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

LOST COMMS ▼ LOST COMMS ▼
LOST Refer to 20-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

17000
15000
13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS

BOKIR
31
360°
DEXIN
D 116.35 CDX
16451
BOKIR 51D
SAGPI
SAGPI 51D
20
D25.4 ZGA
094°
UBRAB 51D
16
UBRAB
JINTANG
D 115.4 JTG
SAGPI 51D
UBRAB 51D
25.4
WFX VOR
WUFENGXI
D 117.1 WFX
CHENGDU
Shuangliu
ZUUU
054°
ZHUGAO
D 115.25 ZGA
4600
210°
115°
D20.7 ZGA
220°
ZYG VOR
3300
ZIYANG
D 112.1 ZYG
330°
12 3
4 4
20 3
14 1
4 5
3 0
12 2
4 0
4 4
31-00
30-30
30-00
104-00
104-30
105-00

BOKIR 51D [BOK51D]
SAGPI 51D [SAG51D]
UBRAB 51D [UBR51D]
DEPARTURES
(RWY 11)

CHENGDU, PR OF CHINA
SID

CHANGES: SIDs revised.

Apt Elev
1452

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Under RADAR control actual flight altitude by ATC.

BOKIR 53D [BOK53D]
SAGPI 53D [SAG53D]
UBRAB 53D [UBR53D]
DEPARTURES
(RWY 11)

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

LOST COMMS ▼ LOST COMMS ▼
LOST Refer to 20-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

17000
15000
13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS

BOKIR
SAGPI
UBRAB
16451
360°
31
R174
DEXIN
D 116.35 CDX
354°
BOKIR 53D
39
SAGPI 53D
55
UBRAB 53D
50
063°
075°
WFX VOR
WUFENGXI
D 117.1 WFX
ZHUGAO
D 115.25 ZGA
CHENGDU
Shuangliu
ZUUU
BAIHESI
D 117.9 BHS
R205
13.2
125°
D11.8 BHS
D13.2 WFX
115°
D20.7 ZGA
210°
205°
025°
340°
4600
ZYG VOR
220°
ZIYANG
D 112.1 ZYG
D38.0 ZGA
330°
3300
31-00
30-30
30-00
104-00
104-30
105-00

ZUTF/TFU
TIANFU

JEPPESEN
13 MAY 22
20-3T
Eff 18 May 1600Z

CHENGDU, PR OF CHINA
BOKIR 53D [BOK53D]
SAGPI 53D [SAG53D]
UBRAB 53D [UBR53D]
DEPARTURES
(RWY 11)
SID

CHENGDU, PR OF CHINA

SID

Apt Elev	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below 1. Under RADAR control actual flight altitude by ATC. 2. No turns before DER.
1452	

ATVAX Ø9D [ATVØ9D]
LUVEN Ø9D [LUVØ9D]
MUMGO Ø9D [MUMØ9D]
DEPARTURES
(RWY 01)

MUMGO

CHONGZHOU
D 114.5 CZH

WUFENGXI
D 117.1 WFX

D9.0 WFX

BAIHESI
D 117.9 BHS

CHENGDU
260 ZW

CHENGDU
Shuangliu
ZUUU

287°
36
R129
15
309°
269°
053°
9.0
MUMGO Ø9D
R193
013°
D8.9 WFX
010°
WFX VOR
ZYG VOR
4600
ATVAX Ø9D
LUVEN Ø9D
220°
ZIYANG
D 112.1 ZYG
230°
152°
3300
LUVEN Ø9D
49
ATVAX Ø9D
30
330°
ATVAX
LUVEN

14 1
4 5
3 0
4 0
4 4
12 2

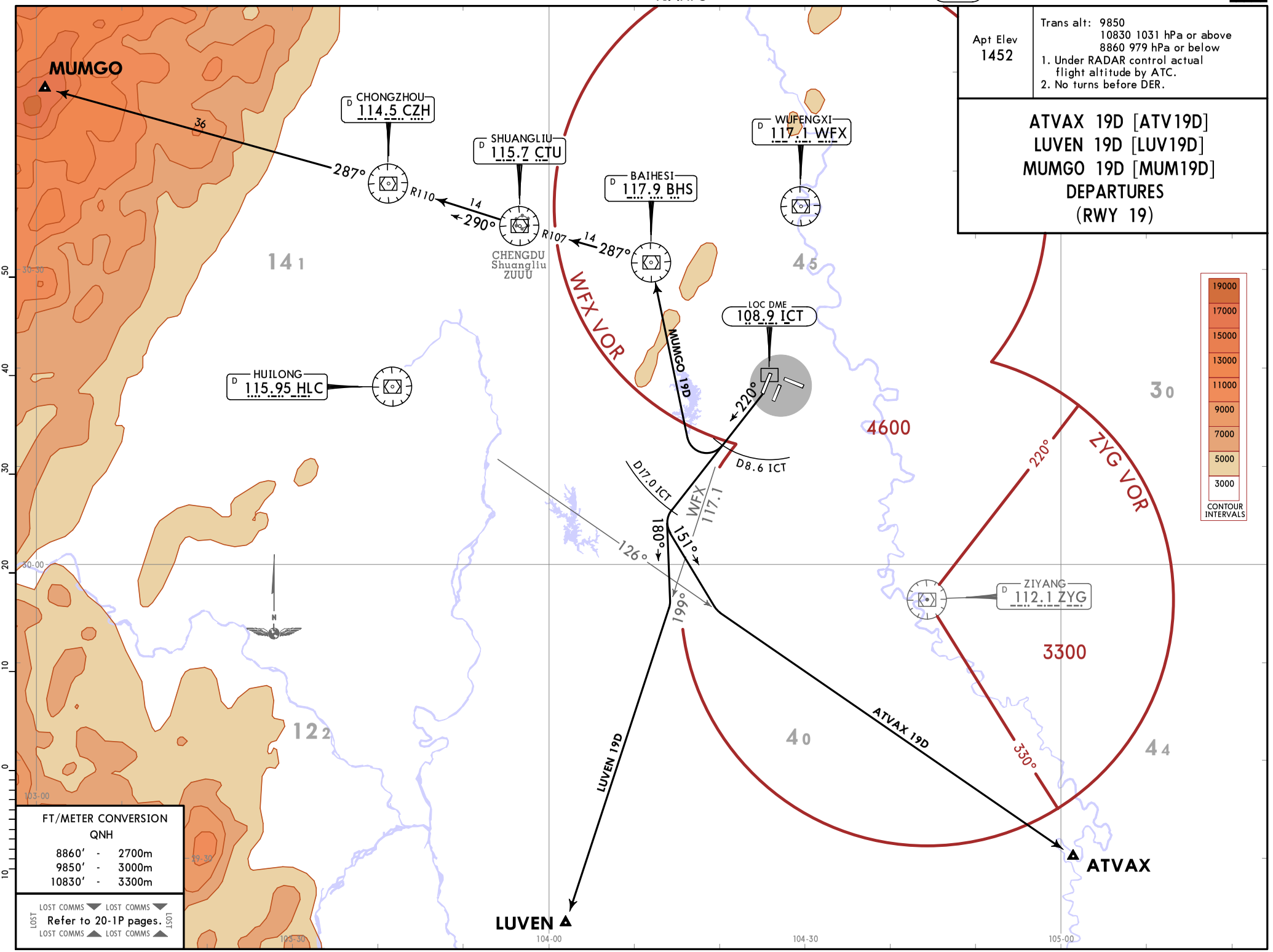
CONTOUR INTERVALS
19000
17000
15000
13000
11000
9000
7000
5000
3000

FT/METER CONVERSION
QNH

8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

LOST COMMS ▼ LOST COMMS ▼
LOST Refer to 20-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

CHANGES: None.



Apt Elev
1452

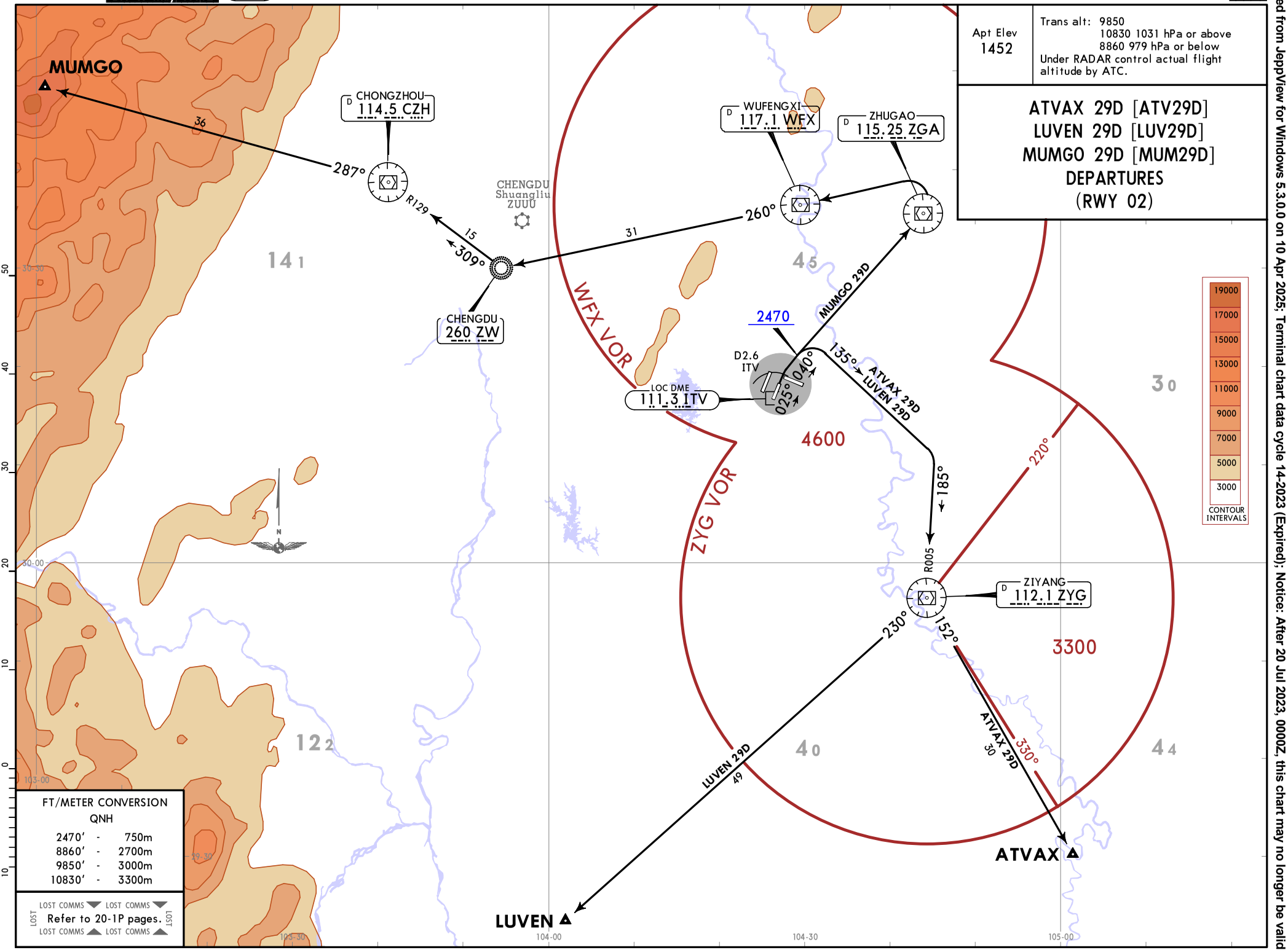
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
1. Under RADAR control actual flight altitude by ATC.
2. No turns before DER.

ATVAX 19D [ATV19D]
LUVEN 19D [LUV19D]
MUMGO 19D [MUM19D]
DEPARTURES
(RWY 19)

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

LOST COMMS ▼ LOST COMMS ▼
LOST Refer to 20-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

CHANGES: SID MUMGO 19D revised.



Apt Elev
1452

Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below
Under RADAR control actual flight altitude by ATC.

ATVAX 29D [ATV29D]
LUVEN 29D [LUV29D]
MUMGO 29D [MUM29D]
DEPARTURES
(RWY 02)

FT/METER CONVERSION
QNH

2470′	-	750m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

LOST COMMS ▼ LOST COMMS ▼
LOST Refer to 20-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

CHANGES: New airport.

Apt Elev	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below Under RADAR control actual flight altitude by ATC.
1452	

ATVAX 39D [ATV39D]
LUVEN 39D [LUV39D]
MUMGO 39D [MUM39D]
DEPARTURES
(RWY 20)

MUMGO

36

287°

CHONGZHOU
114.5 CZH

R110

14

290°

SHUANGLIU
115.7 CTU

CHENGDU
Shuangliu
ZUUU

R107

14

287°

BAIHESI
117.9 BHS

R125

25.3

WUFENGXI
117.1 WFX

WFX VOR

4600

ZHUGAO
115.25 ZGA

R201

305°

D20.0 ZGA
D25.3 BHS

LOC DME
111.3 IFM

205°

HUILONG
115.95 HLC

MUMGO 39D

021°

199°

WFX
117.1

D16.5 IFM

215°

151°

126°

ZYG VOR

220°

330°

ZIYANG
112.1 ZYG

3300

ATVAX 39D

LUVEN 39D

ATVAX

LUVEN

14 1

4 5

3 0

12 2

4 0

4 4

19000
17000
15000
13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS

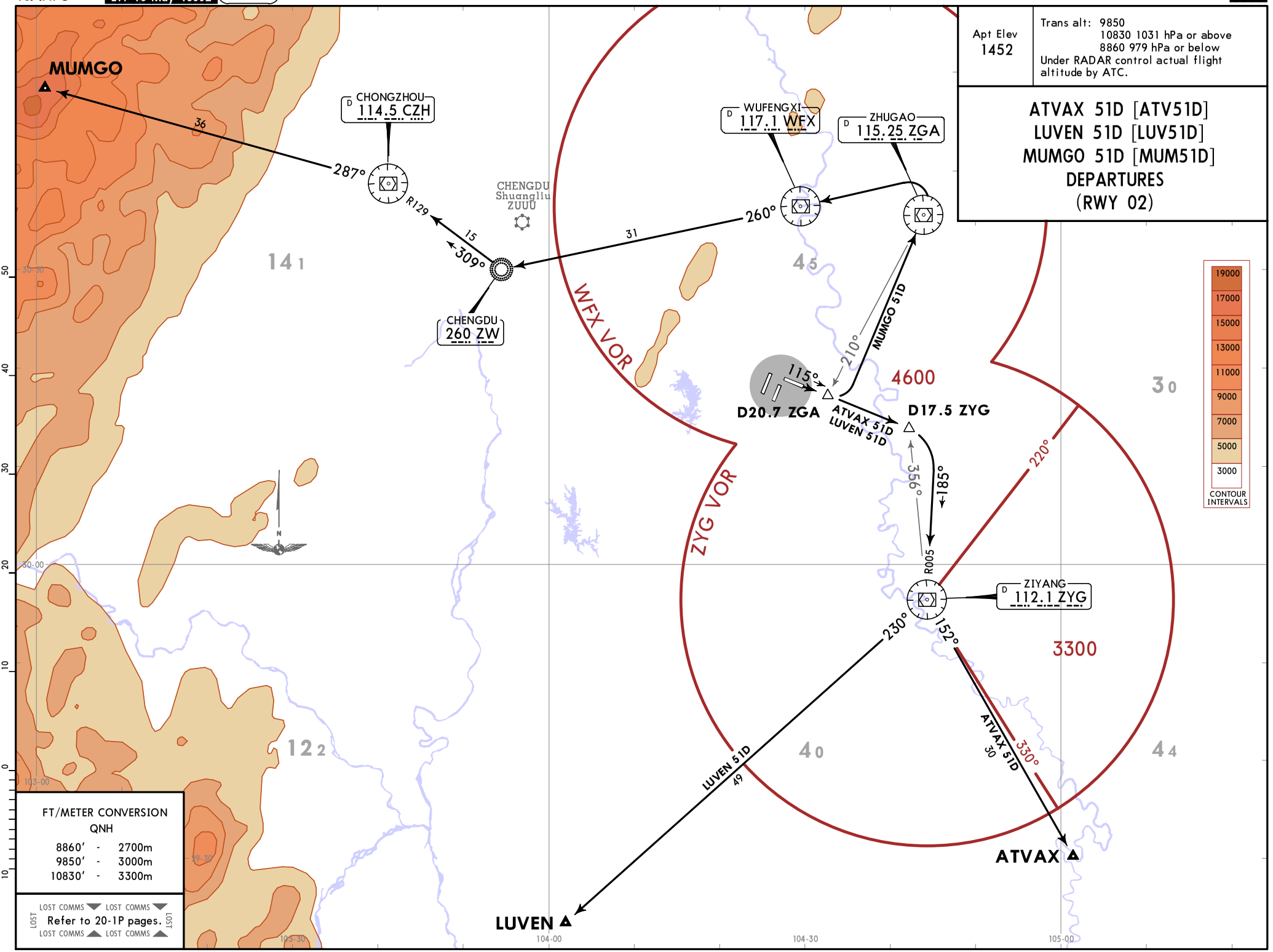
FT/METER CONVERSION
QNH

8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

LOST COMMS ▼ LOST COMMS ▼
LOST Refer to 20-1P pages. LOST
LOST COMMS ▲ LOST COMMS ▲

30-30
30-00
29-30
103-00
103-30
104-00
104-30
105-00

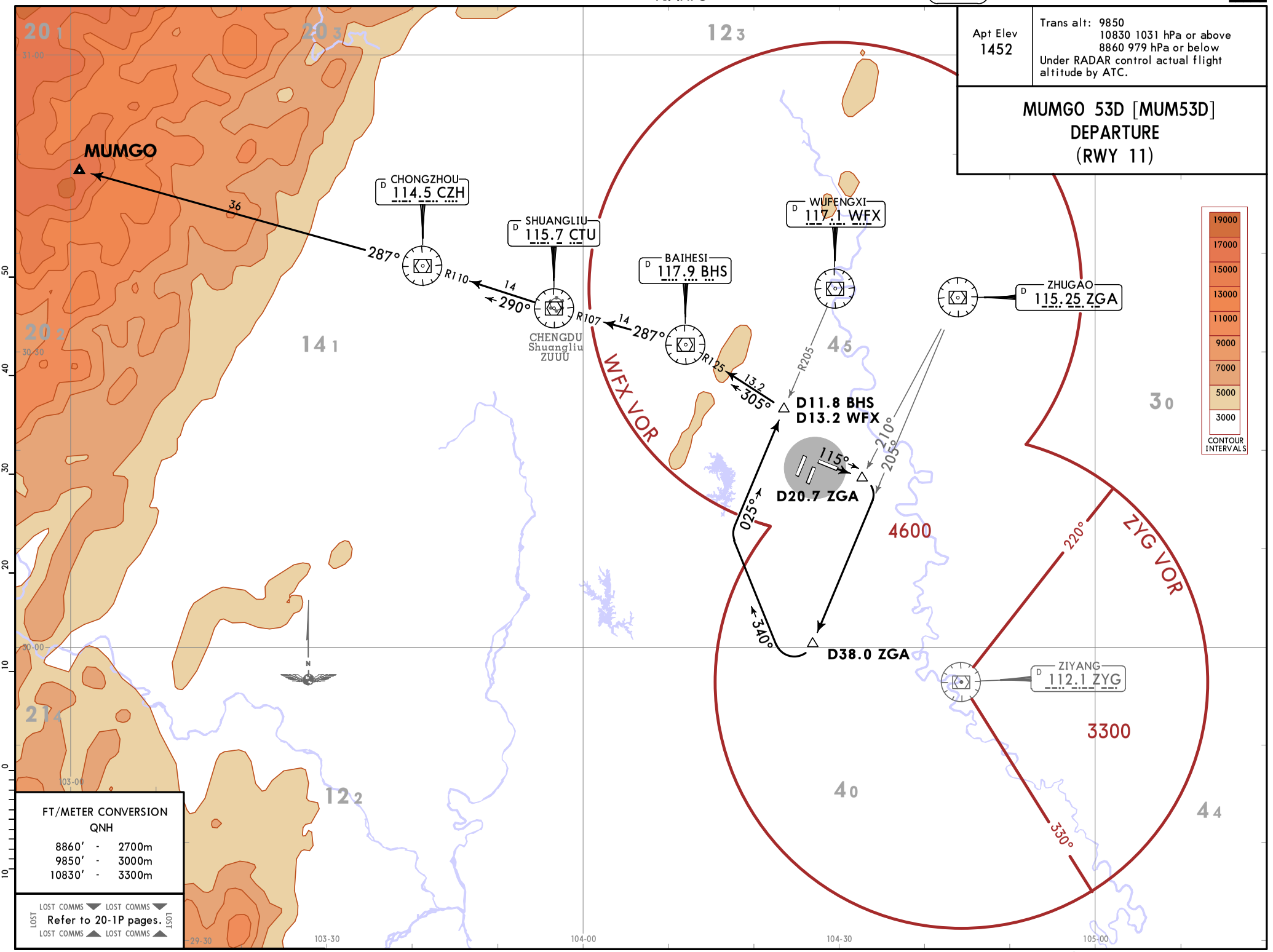
CHANGES: New airport.



CHANGES: SIDs revised.

Apt Elev	Trans alt: 9850
1452	10830 1031 hPa or above 8860 979 hPa or below Under RADAR control actual flight altitude by ATC.

MUMGO 53D [MUM53D] DEPARTURE (RWY 11)



CHANGES: SID revised.

D-ATIS	Data Comm	*TIANFU Delivery	Ground			Apron	Tower		
			GND01	GND02	*GND03	APN01	TWR01: Rwys 01/19	TWR02: Rwys 02/20	*TWR03: Rwy 11
127.075 (Chinese 126.8)	D-ATIS DCL	121.825	121.925	122.6	121.775	122.7	118.8	130.5	124.375

FOR DETAILS SEE PARKING STANDS

TWYs A1 thru A9, B1 thru B3, B7, B8, B10, B11, B13 and B14 MAX wingspan 262′/80m.
TWYs D1, D2, D4, D6, D9, D12, E1, E2, E4 thru E7, K4 and K5 MAX wingspan 226′/69m.

02°W

APN01 122.7

GND03 121.775

TWR01 118.8

TWR03 124.375

GND01 121.925

GND02 122.6

TWR02 130.5

13,123′ 4000m

12,467′ 3800m

10,499′ 3200m

ARP

TML 1

TML 2

Control Tower 1

Control Tower 2

Elev 1441′

Elev 1449′

Elev 1434′

Elev 1448′

19 205°

20 205°

11 115° Elev 1434′

01 025°

02 025°

LEGEND
Area of TWR/GND competency & APN control area

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

104-24 104-25 104-26 104-27 104-28 104-29 104-30
30-20 30-19 30-18 30-17

CHANGES: D-ATIS frequency added, taxiway designation added.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
01 ❶	HIRL ❷ CL ❸ HIALS-II SFL TDZ PAPI-L(3.0°) RVR		12,090' 3685m	❹	197' 60m
19	HIRL ❷ CL ❸ HIALS SFL PAPI-L(3.0°) RVR				

❶ Rwy grooved.
❷ spacing 60m
❸ spacing 15m
❹ TAKE-OFF RUN AVAILABLE

RWY 01:
From rwy head 13,123'(4000m)
twy A2 int 12,631'(3850m)
twy A3 int 11,739'(3578m)
twy A4 int 9948'(3032m)

RWY 19:
From rwy head 13,123'(4000m)
twy A12 int 12,631'(3850m)
twy A11 int 11,644'(3549m)

02 ❺	HIRL ❻ CL ❼ HIALS-II SFL TDZ PAPI-L(3.0°) RVR		9482' 2890m	❽	148' 45m
20	HIRL ❻ CL ❼ HIALS SFL PAPI-L(3.0°) RVR		9466' 2885m		

❺ Rwy grooved.
❻ spacing 60m
❼ spacing 15m
❽ TAKE-OFF RUN AVAILABLE

RWY 02:
From rwy head 10,499'(3200m)
twy E2 int 10,007'(3050m)

RWY 20:
From rwy head 10,499'(3200m)
twy E11 int 9970'(3039m)

11 ❾	HIRL (60m) CL (15m) RVR	NA		❿	148' 45m

❾ Rwy grooved.
❿ TAKE-OFF RUN AVAILABLE

RWY 11:
From rwy head 12,467'(3800m)
twy K2/M2 int 12,149'(3703m)
twy K3/M3 int 11,220'(3420m)

Standard TAKE-OFF

		LVP must be in force Rwys 01, 02, 11 RL and CL	LVP must be in force Rwys 19, 20 RL and CL	All Rwys RL	All Rwys NIL (DAY only)
2 TURB Eng or 3 & 4 Eng	A, B, C	RVR 200m 1	RVR 200m	RVR 400m	RVR 500m
	D	RVR 250m 1	RVR 250m		
Other 1 & 2 Eng		Minimums not established by CAAC		1600m	

1 With HUD: RVR 150m.

CHANGES: Landing beyond glide slope runway 20.

TWYs A, A10 thru A13, B, B15 thru B22, B25, C (btn C2 and T1), C1 (btn B and C, btn C4 and C5), C2 (btn B and C), C3, C4, C5 (btn B and C1), C23, D17 thru D19, J, L5 (btn T3 and T5), L6 (btn T3 and T5), L7 (btn T3 and T5), T1 (btn B and C), T2 (btn B and C), T3 thru T5, Y2 (btn T3 and T5), Y3 (btn T3 and T5) and Y4 (btn T3 and T5) MAX wingspan 262'/80m.
TWYs B23, C1 (btn C and C23), C2 (btn C and C23), C5 (btn C1 and C9), C21, C22, D, D15, D20, D24, E, E8 and E9, E11, E12, G, G1 thru G5, G21 thru G23, K, K1 thru K3, L6 (btn B and T3), L7 (btn B and T3), L8, L56, L57, M, M1 thru M3, T1 (btn C and D), T2 (btn C and D), V1 thru V6, Y3 (btn D and T3), Y4 (btn D and T3), Y5, Y21 and Y22 MAX wingspan 226'/69m.
TWY C (btn C2 and L7) MAX wingspan 213'/65m.
TWYs C6 thru C10, G6 thru G10, L4, L5 (North of T3), Y2 (North of T3) and Y6 MAX wingspan 118'/36m.

TWR01
118.8

GND01
121.925

APN01
122.7

GND03
121.775

TWR03
124.375

GND02
122.6

TWR02
130.5

RWY 01/19

RWY 11

RWY 02/20

TML 1

TML 2

LEGEND

Area of TWR/GND competency & APN control area

JEPPESEN CHENGDU, PR OF CHINA

20-9B

14 MAY 21

Eff 19 May 1600Z

TIANFU

ZUTF/TFU
TIANFU

JEPPESEN
30 JUN 23
Eff 12 Jul 1600Z
21-1

CHENGDU, PR OF CHINA
RNAV ILS DME Z Rwy 01

D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese 126.8)	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR01	GND01
	120.375	119.7	121.35	121.025	126.35	124.75	118.8	121.925

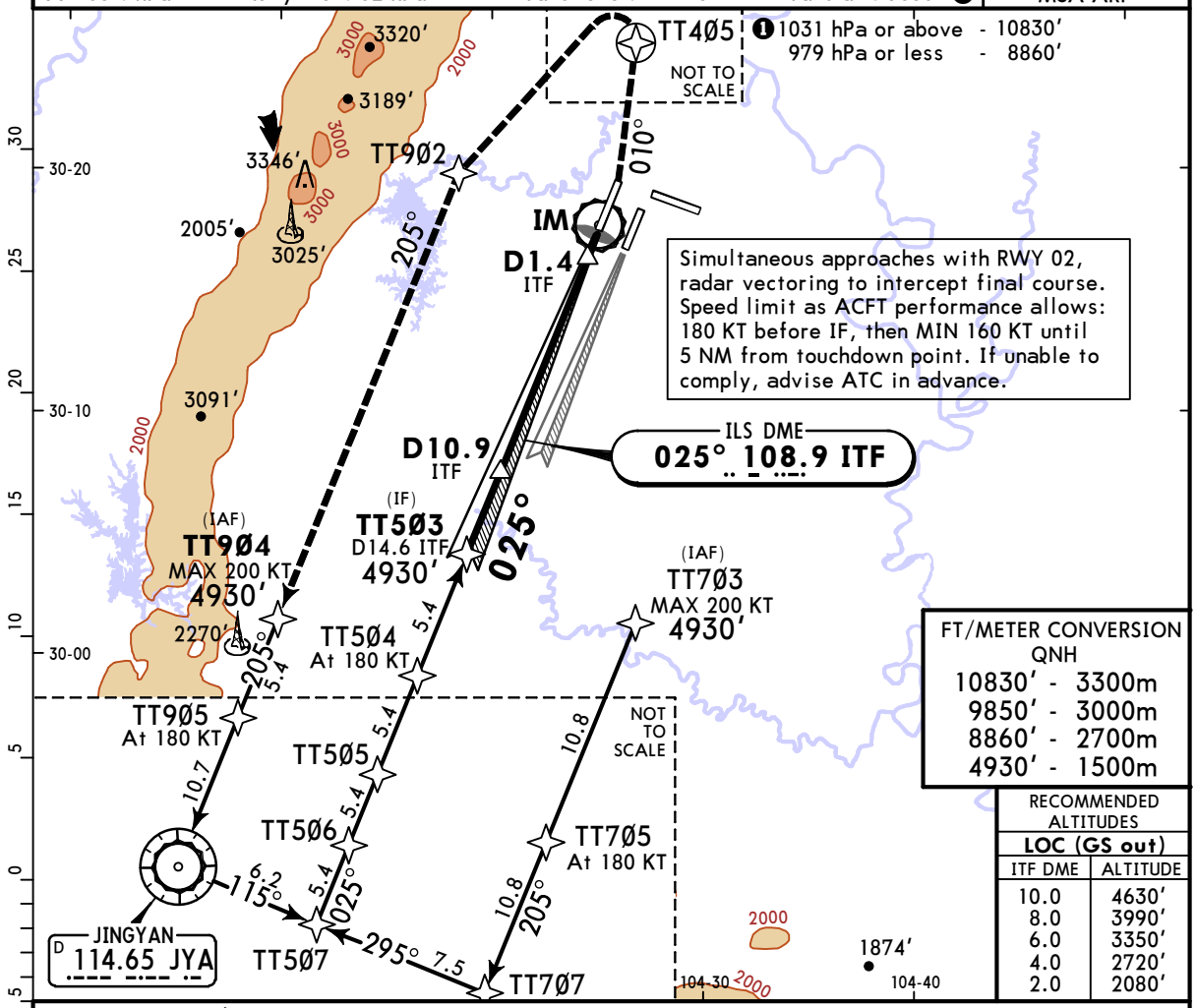
BRIEFING STRIP

LOC ITF	Final Apch Crs	D10.9 ITF	ILS DA(H)	Apt Elev 1452′
108.9	025°	4930′ (3489′)	1641′ (200′)	Rwy 1441′

MISSED APCH: After DER on 010° to TT4Ø5 (MAX 200 KT), turn LEFT to TT9Ø2, then on 205° to TT9Ø4 at 4930′, contact ATC.
Do not turn before DER.

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

MSA ARP
4600
3300
205°
025°

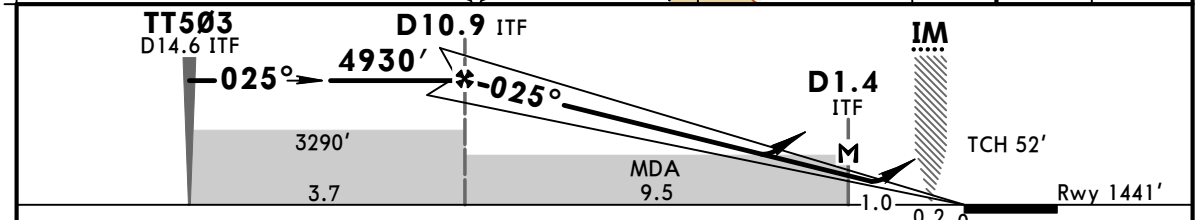


FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m

RECOMMENDED ALTITUDES
LOC (GS out)

ITF DME	ALTITUDE
10.0	4630′
8.0	3990′
6.0	3350′
4.0	2720′
2.0	2080′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.4 ITF							

HIALS-II
PAPI
DER or later
010° LT
TT4Ø5
200 KT MAX

Standard STRAIGHT-IN LANDING RWY 01

	ILS DA(H) 1641′ (200′)			LOC (GS out) CDFA MDA(H) 1890′ (449′)		CIRCLE-TO-LAND		
	FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m VIS 800m	RVR 550m ❶ VIS 800m	1200m	1700m		100 135	2090′ (638′)	2000m
B								
C				1700m	2100m	180	2470′ (1018′)	4400m
D						205	2470′ (1018′)	5000m

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

PANS OPS

CHANGES: Missed apch waypoint TT4Ø1 changed to TT4Ø5.

ZUTF/TFU
TIANFU

30 JUN 23
Eff 12 Jul 1600Z

JEPPESEN

CHENGDU, PR OF CHINA
21-1A CAT II/III RNAV ILS DME Z Rwy 01

D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese 126.8)	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR01	GND01
	120.375	119.7	121.35	121.025	126.35	124.75	118.8	121.925

LOC ITF	Final Apch Crs	D10.9 ITF	CAT IIIA ILS	CAT II ILS	Apt Elev 1452′
108.9	025°	4930′ (3489′)	Refer to Minimums	RA 102′ DA(H) 1541′ (100′)	Rwy 1441′

BRIEFING STRIP ™

MISSED APCH: After DER on 010° to TT4Ø5 (MAX 200 KT), turn LEFT to TT9Ø2, then on 205° to TT9Ø4 at 4930′, contact ATC.
Do not turn before DER.

MSA ARP: 4600 (205°–025°), 3300 (025°–205°)

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

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

NOT TO SCALE

Special Aircrew & Acft Certification required.

Simultaneous approaches with RWY 02, radar vectoring to intercept final course. Speed limit as ACFT performance allows: 180 KT before IF, then MIN 160 KT until 5 NM from touchdown point. If unable to comply, advise ATC in advance.

ILS DME 025° 108.9 ITF

TT4Ø5 · TT9Ø2 · IM · TT9Ø4 (IAF) MAX 200 KT 4930′ · TT5Ø3 (IF) D14.6 ITF 4930′ · D10.9 ITF · TT5Ø4 At 180 KT · TT9Ø5 At 180 KT · TT5Ø5 · TT5Ø6 · TT5Ø7 · TT7Ø3 (IAF) MAX 200 KT 4930′ · TT7Ø5 At 180 KT · TT7Ø7

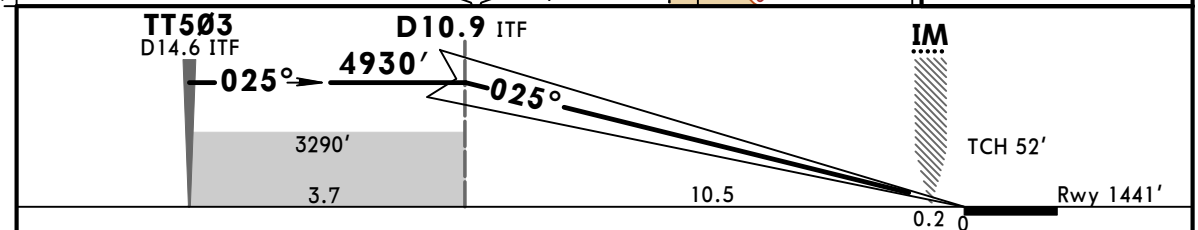
JINGYAN D 114.65 JYA

3320′ · 3189′ · 3346′ · 2005′ · 3025′ · 3091′ · 2270′ · 1874′ · 104-30 · 104-40 · 2000 · 3000

30-20 · 30-10 · 30-00

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m



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

HIALS-II PAPI | DER or later | 010° LT | TT4Ø5 | 200 KT MAX

PANS OPS

Standard STRAIGHT-IN LANDING RWY 01

CAT IIIA ILS	CAT II ILS
DH RA 50′	RA 102′ DA(H) 1541′ (100′)
RVR 200m	RVR 300m ❶

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

CHANGES: Missed apch waypoint TT4Ø1 changed to TT4Ø5.

ZUTF/TFU
TIANFU

JEPPESEN
14 APR 23
Eff 19 Apr 1600Z
21-2

CHENGDU, PR OF CHINA
ILS DME Y Rwy 01

D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese 126.8)	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR01	GND01
	120.375	119.7	121.35	121.025	126.35	124.75	118.8	121.925

LOC ITF	Final Apch Crs	D10.9 ITF	ILS DA(H)	Apt Elev 1452′
108.9	025°	4930′ (3489′)	1641′ (200′)	Rwy 1441′

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 ITF, turn LEFT on 010° to D10.0 ITF/D8.9 WFX, turn LEFT on 205° to D16.2/R-025 JYA at 4930′, contact ATC. Turns MAX 200 KT.

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

BRIEFING STRIP ™

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

Initial apch MAX 200 KT.

WUFENGXI D 117.1 WFX

ZHUGAO D 115.25 ZGA

D10.0 ITF
D8.9 WFX

D2.0 ITF

IM

D1.4 ITF

D10.9 ITF

ILS DME 025° 108.9 ITF

(IF) D14.6 ITF 4930′

(IAF) D16.2/ R-025 JYA 4930′

(IAF) D42.6 ZGA 4930′

JINGYAN D 114.65 JYA

Speed limit as ACFT performance allows: 180 KT before IF, then MIN 160 KT until 5 NM from touchdown point. If unable to comply, advise ATC in advance.

Simultaneous approaches with RWY 02, radar vectoring to intercept final course.

MSA JYA VOR: 4600

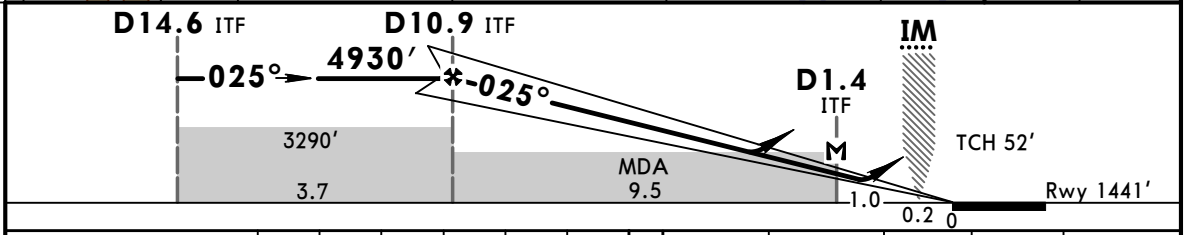
MSA ZGA VOR: 4600 / 3300 / 180°–360°

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m

RECOMMENDED ALTITUDES
LOC (GS out)

ITF DME	ALTITUDE
10.0	4630′
8.0	3990′
6.0	3350′
4.0	2720′
2.0	2080′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.4 ITF							

HIALS-II
PAPI

Turns 200 KT MAX

D2.0 ITF

010° LT

D10.0 ITF
D8.9 WFX

Standard STRAIGHT-IN LANDING RWY 01

ILS — DA(H) 1641′ (200′)

	FULL	TDZ or CL out	ALS out
A, B	RVR 550m VIS 800m	RVR 550m ❶ VIS 800m	1200m
C, D			

LOC (GS out) CDFA — MDA(H) 1890′ (449′)

	TDZ or CL out	ALS out
A, B	1700m	
C, D	1700m	2100m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2090′ (638′)	2000m
135		
180	2470′ (1018′)	4400m
205	2470′ (1018′)	5000m

PANS OPS

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

CHANGES: D-ATIS frequency added.

ZUTF/TFU
TIANFU

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN

CHENGDU, PR OF CHINA
21-2A CAT II/III ILS DME Y Rwy 01

D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese 126.8)	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR01	GND01
	120.375	119.7	121.35	121.025	126.35	124.75	118.8	121.925

LOC ITF	Final Apch Crs	D10.9 ITF	CAT IIIA ILS Refer to Minimums	CAT II ILS	Apt Elev 1452′
108.9	025°	4930′ (3489′)		RA 102′ DA(H) 1541′ (100′)	Rwy 1441′

BRIEFING STRIP

MISSED APCH: Climb STRAIGHT AHEAD to D2.0 ITF, turn LEFT on 010° to D10.0 ITF/D8.9 WFX, turn LEFT on 205° to D16.2/R-025 JYA at 4930′, contact ATC. Turns MAX 200 KT.

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

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

Initial apch MAX 200 KT.

WUFENGXI
D 117.1 WFX

ZHUGAO
D 115.25 ZGA

D10.0 ITF
D8.9 WFX

D2.0 ITF

IM

Speed limit as ACFT performance allows: 180 KT before IF, then MIN 160 KT until 5 NM from touchdown point. If unable to comply, advise ATC in advance.

Simultaneous approaches with RWY 02, radar vectoring to intercept final course.

ILS DME
025° 108.9 ITF

Special Aircrew & Acft Certification required.

(IF) D14.6 ITF 4930′

(IAF) D16.2/ R-025 JYA 4930′

(IAF) D42.6 ZGA 4930′

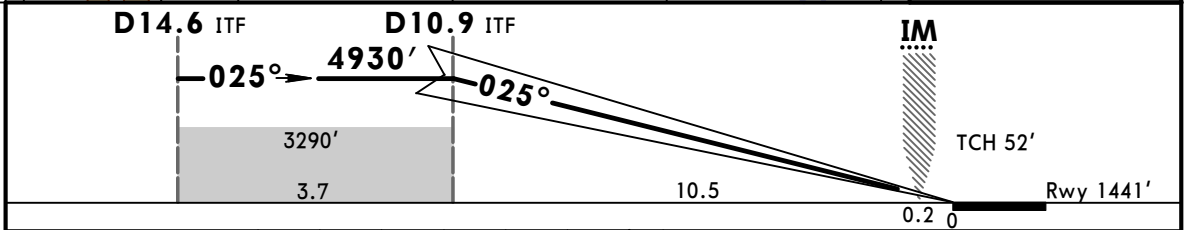
JINGYAN
D 114.65 JYA

MSA JYA VOR
4600

MSA ZGA VOR
4600 3300

FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m



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

HIALS-II
PAPI

Turns 200 KT MAX | D2.0 ITF | 010° LT | D10.0 ITF D8.9 WFX

Standard STRAIGHT-IN LANDING RWY 01

CAT IIIA ILS	CAT II ILS
DH RA 50′	RA 102′ DA(H) 1541′ (100′)
RVR 200m	RVR 300m ❶

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

PANS OPS

CHANGES: D-ATIS frequency added.

ZUTF/TFU
TIANFU

JEPPESEN
14 APR 23
Eff 19 Apr 1600Z
21-3

CHENGDU, PR OF CHINA
RNAV ILS DME Z Rwy 02

D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese 126.8)	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR02	GND02
	120.375	119.7	121.35	121.025	126.35	124.75	130.5	122.6

LOC ITV	Final Apch Crs	D7.8 ITV	ILS DA(H)	Apt Elev / Rwy
111.3	025°	3940′ (2492′)	1648′ (200′)	1452′ / 1448′

BRIEFING STRIP

MISSED APCH: Climb STRAIGHT AHEAD to TT41Ø (MAX 200 KT), turn RIGHT to ZGA VOR at 4930′, join holding or contact ATC.

MSA ARP: 4600 (025°–205°), 3300 (205°–025°)

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

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

ZHUGAO
D 115.25 ZGA

NOT TO SCALE

043° 4930 223°

TT41Ø

IM
D1.4 ITV

ILS DME
025° 111.3 ITV

D7.8 ITV

Simultaneous approaches with RWY 01, radar vectoring to intercept final course. Speed limit as ACFT performance allows: 180 KT before IF, then MIN 160 KT until 5 NM from touchdown point. If unable to comply, advise ATC in advance.

(IAF) TT9Ø4 MAX 200 KT 4930′

(IF) TT613 D14.3 ITV 3940′

(IAF) TT7Ø3 MAX 200 KT 4930′

TT614 At 180 KT

TT9Ø5 At 180 KT

TT615

TT616

TT617

TT7Ø5 At 180 KT

TT7Ø7

025° 5.4 10.7 10.8 7.5 115° 295° 6.2 205°

NOT TO SCALE

JINGYAN
D 114.65 JYA

3320′ 3189′ 3346′ 2005′ 3025′ 3091′ 2270′ 1874′

2000 3000

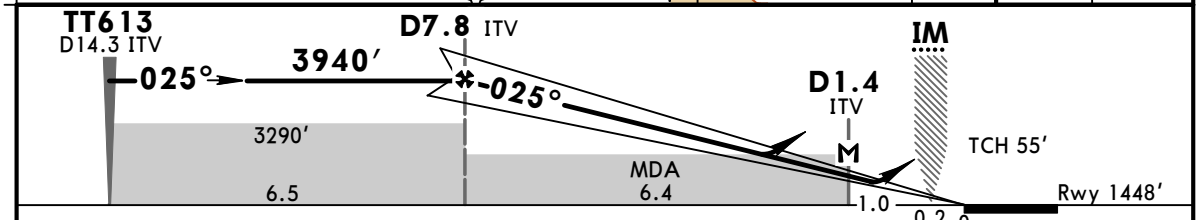
30-20 30-10 30-00 104-30 104-40

FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
3940′	1200m

RECOMMENDED ALTITUDES
LOC (GS out)

ITV DME	ALTITUDE
7.0	3680′
6.0	3360′
5.0	3040′
4.0	2720′
3.0	2410′
2.0	2090′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.4 ITV							

HIALS-II
PAPI

TT41Ø | 200 KT MAX | 4930′ RT | ZGA 115.25

PANS OPS

Standard STRAIGHT-IN LANDING RWY 02

	ILS DA(H) 1648′ (200′)			LOC (GS out) CDFA MDA(H) 1890′ (442′)		CIRCLE-TO-LAND		
	FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m VIS 800m	RVR 550m ❶ VIS 800m	1200m	1700m		100 135	2090′ (638′)	2000m
B								
C				1700m	2100m	180	2470′ (1018′)	4400m
D						205	2470′ (1018′)	5000m

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

CHANGES: D-ATIS frequency added.

ZUTF/TFU TIANFU

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN 21-3A

CHENGDU, PR OF CHINA
CAT II/III RNAV ILS DME Z Rwy 02

D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese 126.8)	APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TWR02 130.5	GND02 122.6

LOC ITV	Final Apch Crs	D7.8 ITV	CAT IIIA ILS	CAT II ILS	Apt Elev 1452′
111.3	025°	3940′ (2492′)	Refer to Minimums	RA 98′ DA(H) 1548′ (100′)	Rwy 1448′

MISSED APCH: Climb STRAIGHT AHEAD to TT41Ø (MAX 200 KT), turn RIGHT to ZGA VOR at 4930′, join holding or contact ATC.

MSA ARP: 4600 (025°–205°), 3300 (205°–025°)

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

BRIEFING STRIP ™

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

3320′ 3189′ 3346′ 2005′ 3025′ 3091′ 2270′

ZHUGAO D 115.25 ZGA

NOT TO SCALE

043° 4930 223°

TT41Ø

IM

Special Aircrew & Acft Certification required.

ILS DME 025° 111.3 ITV

D7.8 ITV

Simultaneous approaches with RWY 01, radar vectoring to intercept final course.

(IAF) TT9Ø4 MAX 200 KT 4930′

(IF) TT613 D14.3 ITV 3940′

(IAF) TT7Ø3 MAX 200 KT 4930′

025°

TT614 At 180 KT

TT615

TT616

TT617

TT9Ø5 At 180 KT

TT7Ø5 At 180 KT

TT7Ø7

205° 5.4 10.7 7.5 115° 295° 6.2 10.8

NOT TO SCALE

Speed limit as ACFT performance allows: 180 KT before IF, then MIN 160 KT until 5 NM from touchdown point. If unable to comply, advise ATC in advance.

JINGYAN D 114.65 JYA

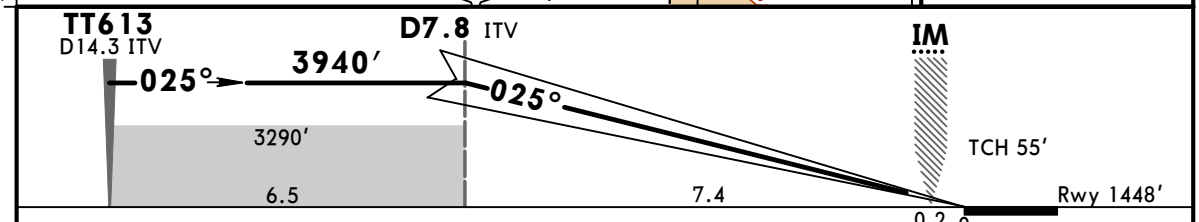
2000 1874′ 104-30 104-40

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
3940′	1200m

30 25 20 15 10 5 0 5

30-20 30-10 30-00



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

HIALS-II PAPI | TT41Ø | 200 KT MAX | 4930′ RT | ZGA 115.25

PANS OPS

Standard STRAIGHT-IN LANDING RWY **02**

CAT IIIA ILS	CAT II ILS
DH RA 50′	RA 98′ DA(H) 1548′ (100′)
RVR 200m	RVR 300m ❶

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

CHANGES: D-ATIS frequency added.

ZUTF/TFU
TIANFU

JEPPESEN
14 APR 23
Eff 19 Apr 1600Z
21-4

CHENGDU, PR OF CHINA
ILS DME Y Rwy 02

D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese 126.8)	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR02	GND02
	120.375	119.7	121.35	121.025	126.35	124.75	130.5	122.6

BRIEFING STRIP

LOC ITV	Final Apch Crs	D7.8 ITV	ILS DA(H)	Apt Elev / Rwy
111.3	025°	3940′ (2492′)	1648′ (200′)	1452′ / 1448′

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 ITV, turn RIGHT (MAX 200 KT) to ZGA VOR at 4930′, join holding or contact ATC.

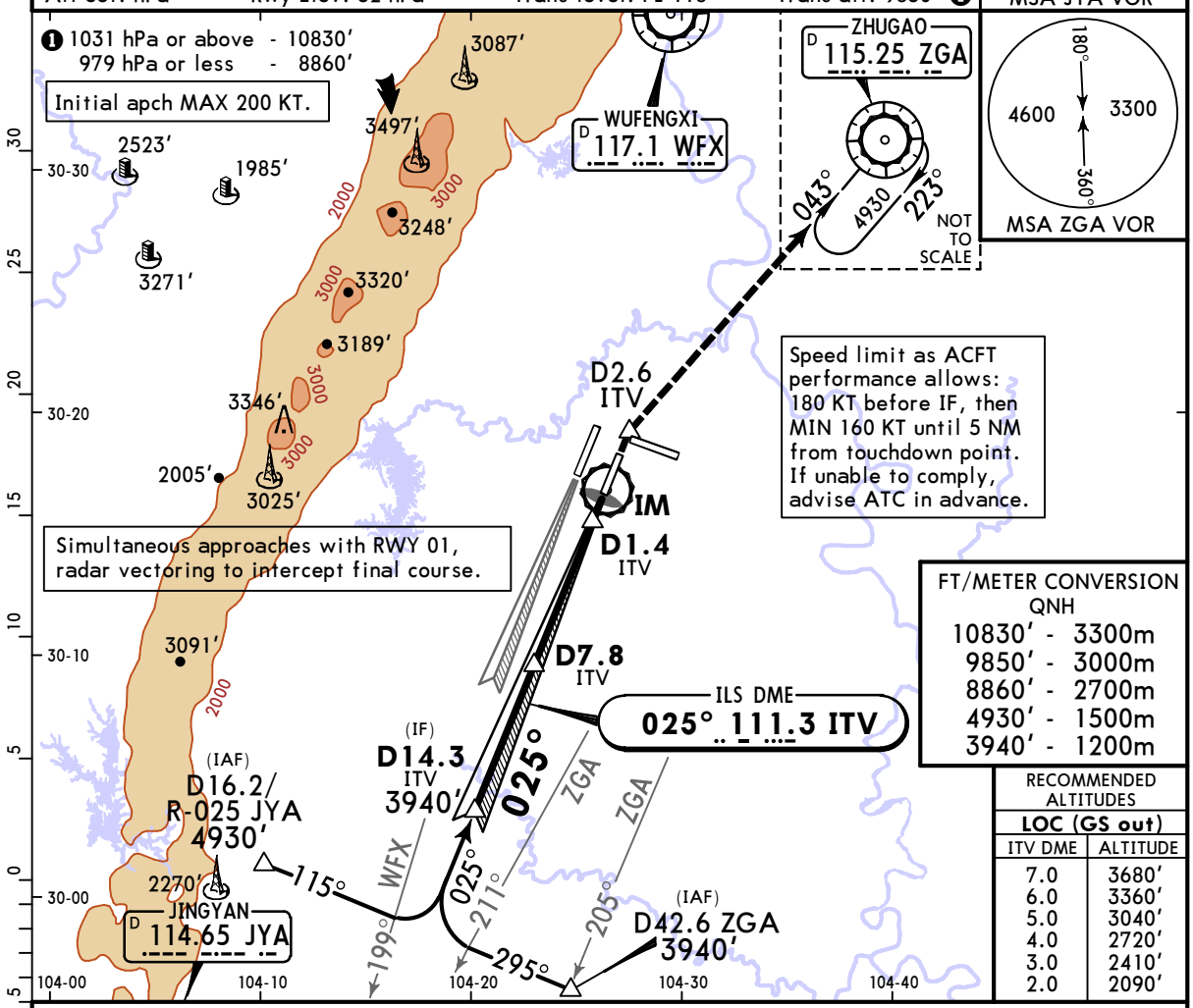
Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

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

Initial apch MAX 200 KT.

Simultaneous approaches with RWY 01, radar vectoring to intercept final course.

Speed limit as ACFT performance allows: 180 KT before IF, then MIN 160 KT until 5 NM from touchdown point. If unable to comply, advise ATC in advance.

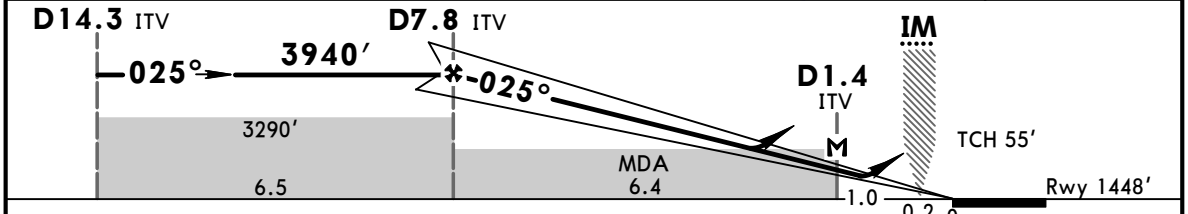


FT/METER CONVERSION
QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
3940′	1200m

RECOMMENDED ALTITUDES
LOC (GS out)

ITV DME	ALTITUDE
7.0	3680′
6.0	3360′
5.0	3040′
4.0	2720′
3.0	2410′
2.0	2090′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.4 ITV							

HIALS-II
PAPI

D2.6 ITV	200 KT MAX	ZGA 115.25	4930′
	RT		

Standard — STRAIGHT-IN LANDING RWY 02

ILS — DA(H) 1648′ (200′)

	FULL	TDZ or CL out	ALS out
A, B, C, D	RVR 550m VIS 800m	RVR 550m ❶ VIS 800m	1200m

LOC (GS out) CDFA — MDA(H) 1890′ (442′)

	ALS out
A, B	1700m
C, D	1700m / 2100m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100 / 135	2090′ (638′)	2000m
180	2470′ (1018′)	4400m
205	2470′ (1018′)	5000m

PANS OPS

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

CHANGES: D-ATIS frequency added.

ZUTF/TFU
TIANFU

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

21-4A

CHENGDU, PR OF CHINA
CAT II/III ILS DME Y Rwy 02

D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese 126.8)	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR02	GND02
	120.375	119.7	121.35	121.025	126.35	124.75	130.5	122.6

LOC ITV	Final Apch Crs	D7.8 ITV	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 98′ DA(H) 1548′ (100′)	Apt Elev 1452′ Rwy 1448′
111.3	025°	3940′ (2492′)			

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 ITV, turn RIGHT (MAX 200 KT) to ZGA VOR at 4930′, join holding or contact ATC.

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

BRIEFING STRIP ™

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

Initial apch MAX 200 KT.

Special Aircrew & Acft Certification required.

WUFENGXI D 117.1 WFX

ZHUGAO D 115.25 ZGA

043° 4930 223° NOT TO SCALE

4600

MSA JYA VOR

4600 3300 180° 360°

MSA ZGA VOR

3087′ 3497′ 3248′ 3320′ 3189′ 3346′ 3025′ 2005′ 3091′ 3271′ 2523′ 1985′ 2270′

2000 3000

30 25 20 15 10 5 0 5

30-30 30-20 30-10 30-00

104-00 104-10 104-20 104-30 104-40

D2.6 ITV

IM

Speed limit as ACFT performance allows: 180 KT before IF, then MIN 160 KT until 5 NM from touchdown point. If unable to comply, advise ATC in advance.

Simultaneous approaches with RWY 01, radar vectoring to intercept final course.

D7.8 ITV

ILS DME 025° 111.3 ITV

(IF) D14.3 ITV 3940′

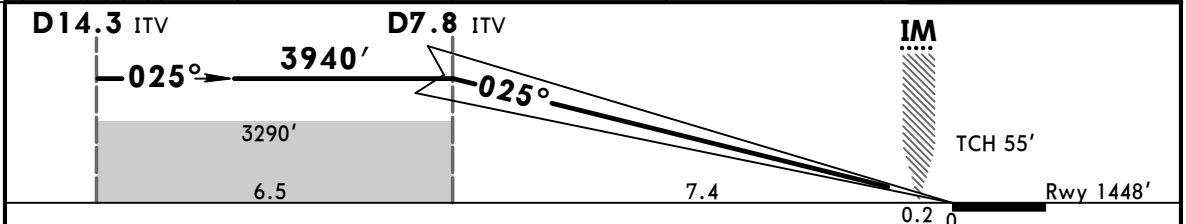
(IAF) D16.2/ R-025 JYA 4930′

(IAF) D42.6 ZGA 3940′

025° ZGA ZGA WFX 115° 199° 025° 211° 205° 295°

JINGYAN D 114.65 JYA

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
3940′	1200m



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

HIALS-II PAPI | D2.6 ITV | 200 KT MAX RT | ZGA 115.25 | 4930′

Standard STRAIGHT-IN LANDING RWY 02

CAT IIIA ILS	CAT II ILS
DH RA 50′	RA 98′ DA(H) 1548′ (100′)
RVR 200m	RVR 300m ❶

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

PANS OPS

CHANGES: D-ATIS frequency added.

ZUTF/TFU
TIANFU

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

21-5

CHENGDU, PR OF CHINA
RNAV ILS DME Z Rwy 19

D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese126.8)	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR01	GND01
	120.375	119.7	121.35	121.025	126.35	124.75	118.8	121.925

BRIEFING STRIP™

LOC ICT	Final Apch Crs	D10.9 ICT	ILS DA(H)	Apt Elev 1452′
108.9	205°	4930′ (3489′)	1641′ (200′)	Rwy 1441′

MISSED APCH: Climb STRAIGHT AHEAD to 2300′ (MAX 200 KT), turn RIGHT to TT921, then on 025° to TT923 at 4930′, contact ATC.

MSA ARP: 205° 4600 3300 025°

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

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

Speed limit as ACFT performance allows: 180 KT before IF, then MIN 160 KT until 5 NM from touchdown point. If unable to comply, advise ATC in advance.

TT926 At 180 KT
6.2 115°
TT516
295° 7.5
TT726 At 180 KT
205° 5.4
TT515
5.4
TT514 At 180 KT
5.4
(IF) TT513 D15.4 ICT 4930′
205°
D10.9 ICT
025° 16.2
(IAF) TT923 MAX 200 KT 4930′
025° 10.8
(IAF) TT724 MAX 200 KT 4930′
TT921
025°
205°
D1.6 ICT

ILS DME 205° 108.9 ICT

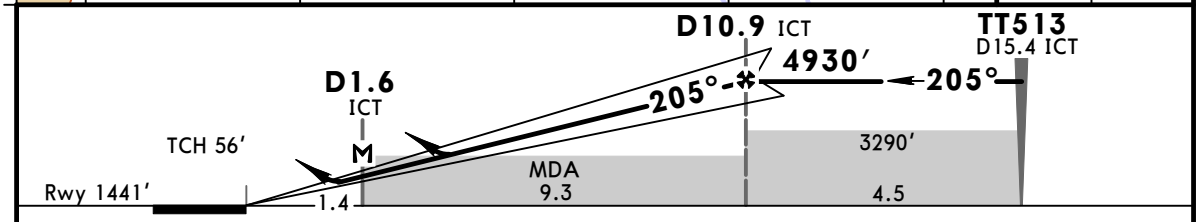
FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2300′	700m

RECOMMENDED ALTITUDES
LOC (GS out)

ICT DME	ALTITUDE
10.0	4630′
8.0	3990′
6.0	3360′
4.0	2720′
2.0	2090′

Simultaneous approaches with RWY 20, radar vectoring to intercept final course.



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.6 ICT							

HIALS PAPI | 2300′ | 200 KT MAX

Standard STRAIGHT-IN LANDING RWY 19

	ILS DA(H) 1641′ (200′)		LOC (GS out) CDFA MDA(H) 1940′ (499′)	
	FULL	ALS out		ALS out
A	RVR 550m ❶ VIS 800m	1200m	2000m	
B				
C			2000m	2300m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2090′ (638′)	2000m
135		
180	2470′ (1018′)	4400m
205	2470′ (1018′)	5000m

PANS OPS

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

CHANGES: D-ATIS frequency added.

ZUTF/TFU
TIANFU

JEPPESEN
14 APR 23
Eff 19 Apr 1600Z
21-6

CHENGDU, PR OF CHINA
ILS DME Y Rwy 19

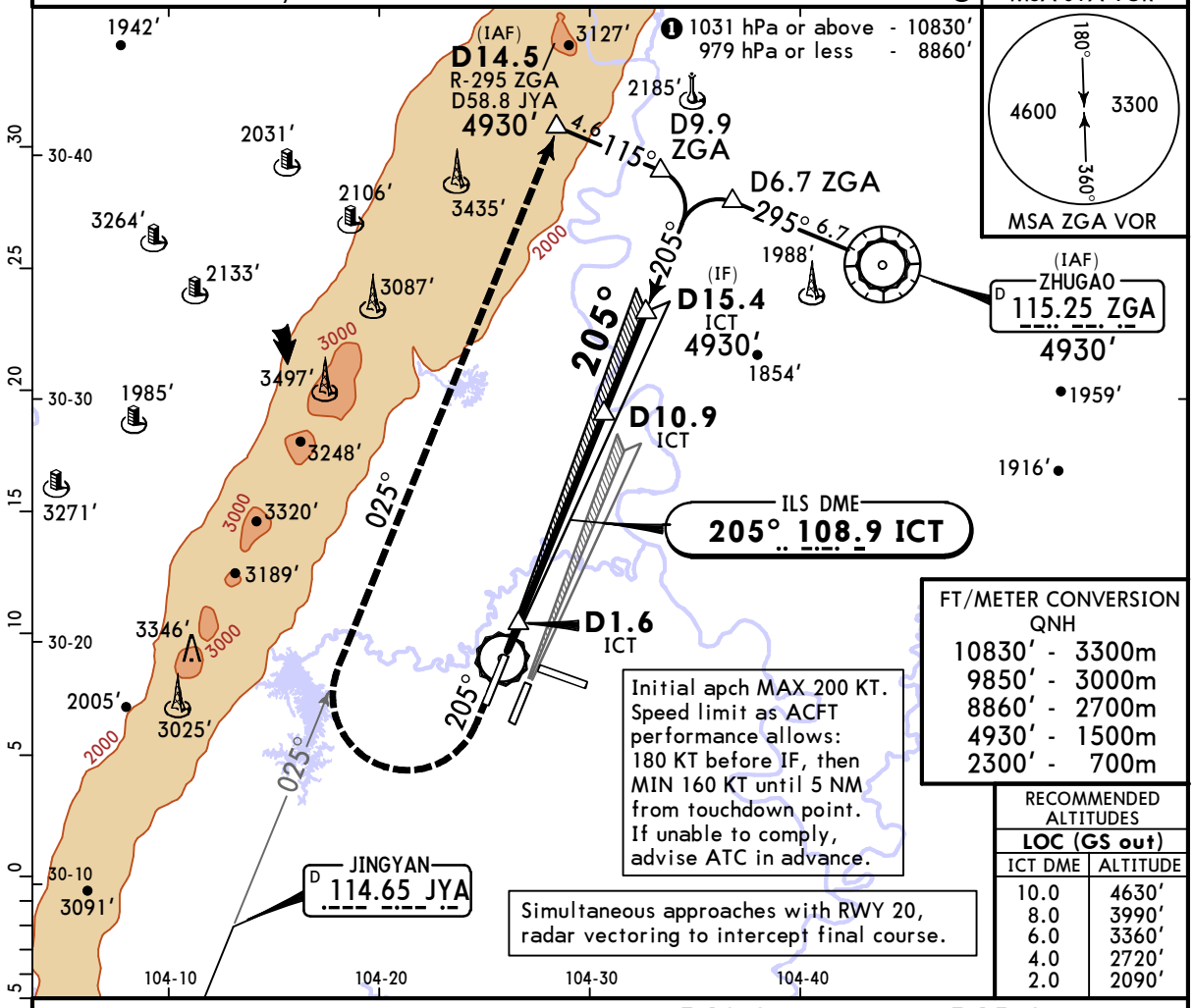
D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese 126.8)	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR01	GND01
	120.375	119.7	121.35	121.025	126.35	124.75	118.8	121.925

BRIEFING STRIP™

LOC ICT	Final Apch Crs	D10.9 ICT	ILS DA(H)	Apt Elev 1452′
108.9	205°	4930′ (3489′)	1641′ (200′)	Rwy 1441′

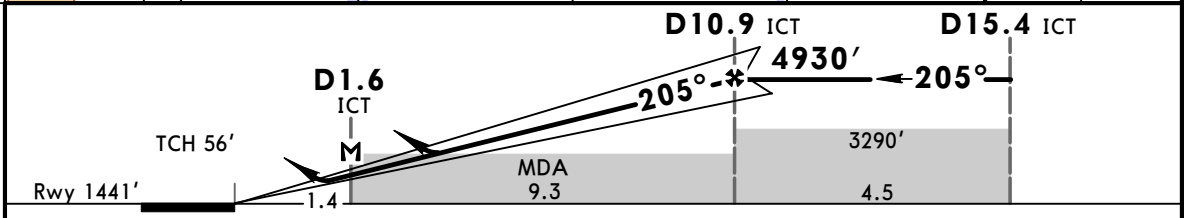
MISSED APCH: Climb STRAIGHT AHEAD to 2300′, turn RIGHT (MAX 200 KT) to intercept R-025 JYA to D14.5 ZGA/D58.8 JYA at 4930′, contact ATC.

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2300′	700m

RECOMMENDED ALTITUDES	
LOC (GS out)	
ICT DME	ALTITUDE
10.0	4630′
8.0	3990′
6.0	3360′
4.0	2720′
2.0	2090′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.6 ICT							

HIALS
PAPI
2300′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19

	ILS DA(H) 1641′ (200′)		LOC (GS out) CDFA MDA(H) 1940′ (499′)	
	FULL	ALS out		ALS out
A	RVR 550m ❶ VIS 800m	1200m	2000m	
B				
C			2000m	2300m
D				

CIRCLE-TO-LAND			
Max Kts	MDA(H)	VIS
100 135	2090′ (638′)	2000m
180	2470′ (1018′)	4400m
205	2470′ (1018′)	5000m

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

CHANGES: D-ATIS frequency added.

ZUTF/TFU
TIANFU

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

21-6A

CHENGDU, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 19

D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese 126.8)	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR01	GND01
	120.375	119.7	121.35	121.025	126.35	124.75	118.8	121.925

LOC ICT	Final Apch Crs	D10.9 ICT	SA CAT I ILS	Apt Elev 1452′
108.9	205°	4930′ (3489′)	RA 161′ DA(H) 1591′ (150′)	Rwy 1441′

MISSED APCH: Climb STRAIGHT AHEAD to 2300′ (MAX 200 KT), turn RIGHT to TT921, then on 025° to TT923 at 4930′, contact ATC.

MSA ARP: 4600 (205°–025°), 3300 (025°–205°)

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

BRIEFING STRIP ™

Speed limit as ACFT performance allows: 180 KT before IF, then MIN 160 KT until 5 NM from touchdown point. If unable to comply, advise ATC in advance.

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

TT926 At 180 KT
6.2 115° TT516
295° 7.5 TT726 At 180 KT
205° 5.4 TT515
5.4 TT514 At 180 KT
16.2 025°
10.8 025°
5.4 (IF) TT513 D15.4 ICT 4930′
205° D10.9 ICT
025° TT921
(IAF) TT923 MAX 200 KT 4930′
(IAF) TT724 MAX 200 KT 4930′

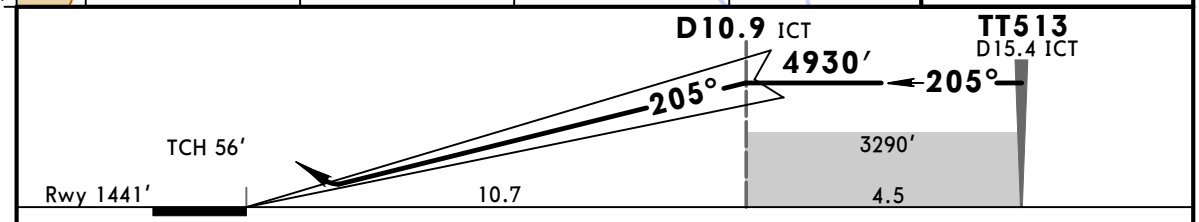
ILS DME 205° 108.9 ICT

Simultaneous approaches with RWY 20, radar vectoring to intercept final course.

Special Aircrew & Acft Certification Required.

FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2300′	700m



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

HIALS PAPI | 2300′ | 200 KT MAX

Standard

STRAIGHT-IN LANDING RWY 19
SA CAT I ILS ❶

RA 161′
DA(H) 1591′ (150′)

RVR 450m

PANS OPS

❶ HUD required.

CHANGES: D-ATIS frequency added.

ZUTF/TFU
TIANFU

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN

CHENGDU, PR OF CHINA
21-6B SA CAT I ILS DME Y Rwy 19

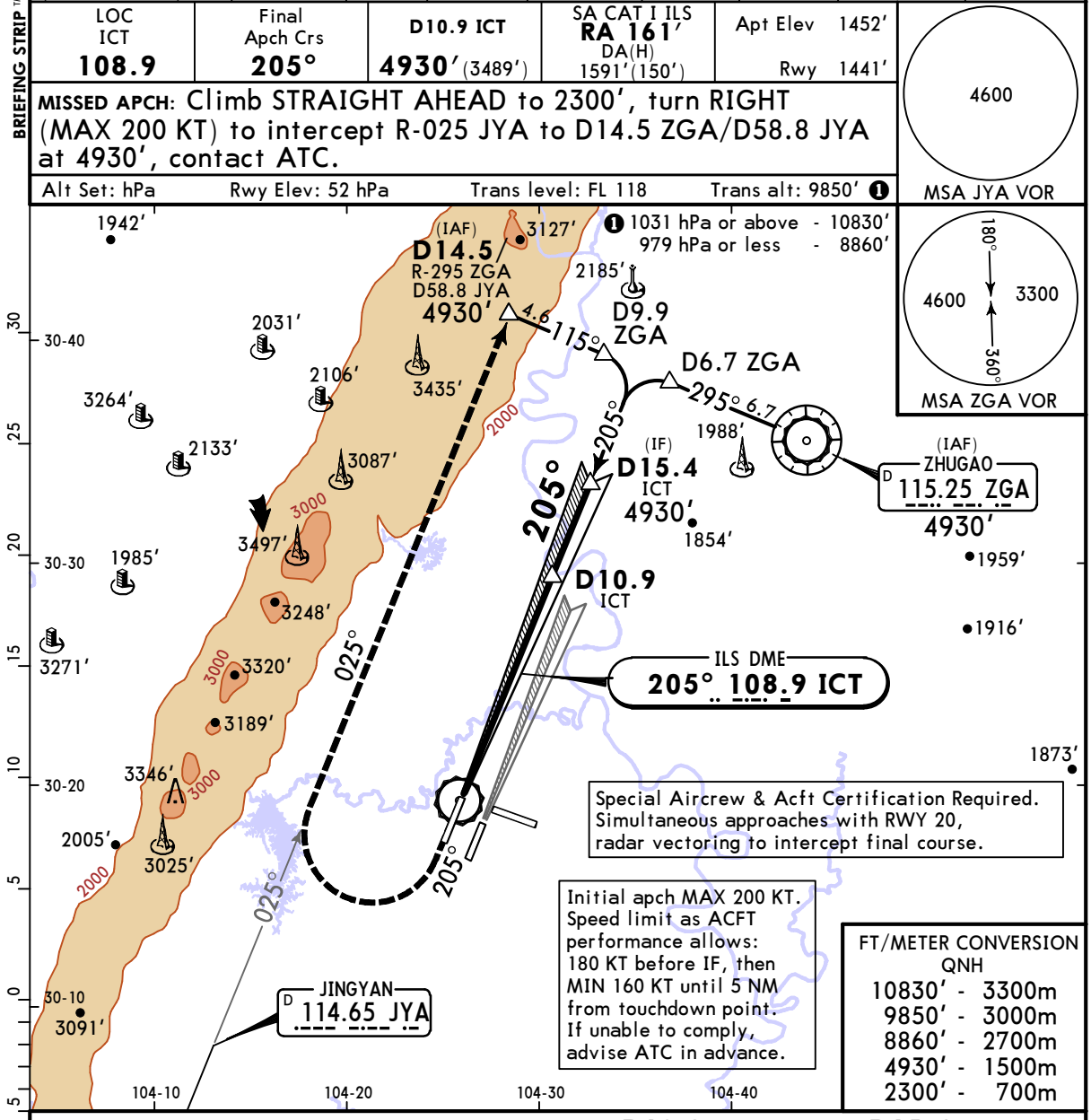
D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese126.8)	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR01	GND01
	120.375	119.7	121.35	121.025	126.35	124.75	118.8	121.925

LOC ICT	Final Apch Crs	D10.9 ICT	SA CAT I ILS	Apt Elev 1452′
108.9	205°	4930′ (3489′)	RA 161′ DA(H) 1591′ (150′)	Rwy 1441′

MISSED APCH: Climb STRAIGHT AHEAD to 2300′, turn RIGHT (MAX 200 KT) to intercept R-025 JYA to D14.5 ZGA/D58.8 JYA at 4930′, contact ATC.

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

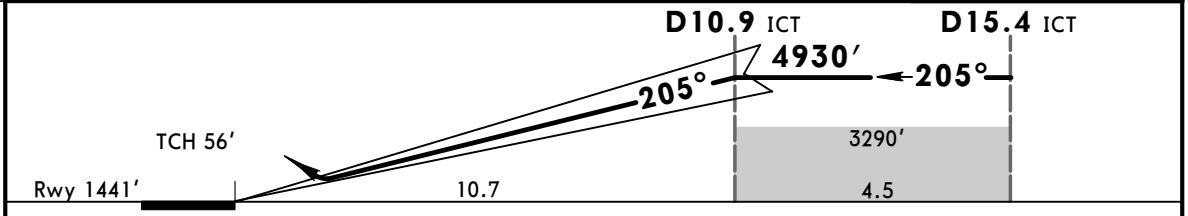
BRIEFING STRIP™



Special Aircrew & Acft Certification Required.
Simultaneous approaches with RWY 20, radar vectoring to intercept final course.

Initial apch MAX 200 KT. Speed limit as ACFT performance allows: 180 KT before IF, then MIN 160 KT until 5 NM from touchdown point. If unable to comply, advise ATC in advance.

FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
2300′	700m



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

HIALS
PAPI
2300′

Standard

STRAIGHT-IN LANDING RWY 19
SA CAT I ILS ❶

RA 161′
DA(H) 1591′ (150′)

RVR 450m

PANS OPS

❶ HUD required.

CHANGES: D-ATIS frequency added.

ZUTF/TFU
TIANFU

JEPPESEN
14 APR 23
Eff 19 Apr 1600Z
21-7

CHENGDU, PR OF CHINA
RNAV ILS DME Z Rwy 20

D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese 126.8)	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR02	GND02
	120.375	119.7	121.35	121.025	126.35	124.75	130.5	122.6

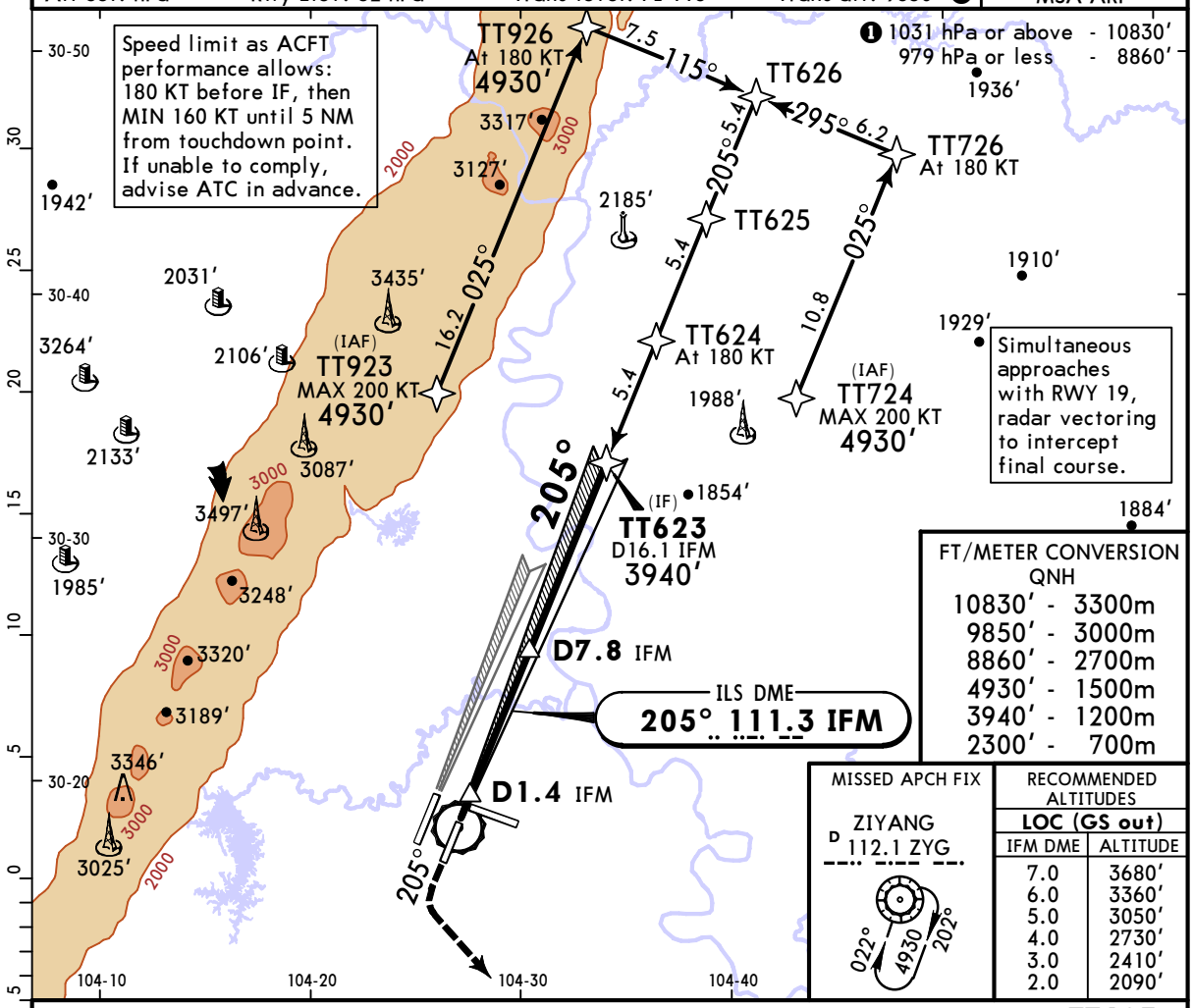
BRIEFING STRIP

LOC IFM	Final Apch Crs	D7.8 IFM	ILS DA(H)	Apt Elev 1452′
111.3	205°	3940′ (2491′)	1649′ (200′)	Rwy 1449′

MISSED APCH: Climb STRAIGHT AHEAD to 2300′ (MAX 200 KT), turn LEFT to ZYG VOR at 4930′, join holding or contact ATC.

MSA ARP: 205° 4600 3300 025°

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶



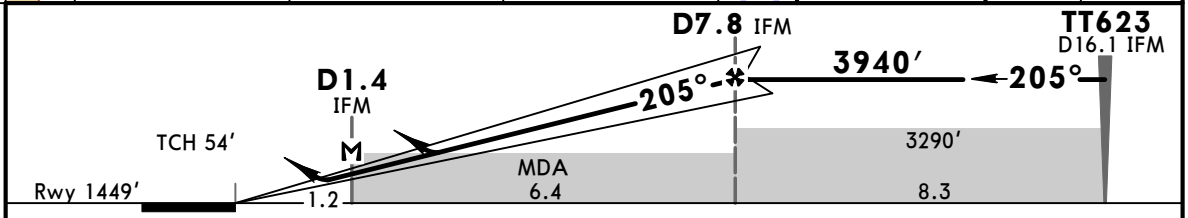
FT/METER CONVERSION QNH

10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
3940′	1200m
2300′	700m

MISSED APCH FIX: ZIYANG D 112.1 ZYG — 022° 4930 202°

RECOMMENDED ALTITUDES — LOC (GS out)

IFM DME	ALTITUDE
7.0	3680′
6.0	3360′
5.0	3050′
4.0	2730′
3.0	2410′
2.0	2090′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.4 IFM							

HIALS — PAPI — 2300′ — 200 KT MAX

Standard STRAIGHT-IN LANDING RWY 20

	ILS DA(H) 1649′ (200′)		LOC (GS out) CDFA MDA(H) 1910′ (461′)	
	FULL	ALS out		ALS out
A	RVR 550m ❶ VIS 800m	1200m	1800m	
B				
C			1800m	2200m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2090′ (638′)	2000m
135		
180	2470′ (1018′)	4400m
205	2470′ (1018′)	5000m

PANS OPS

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

CHANGES: D-ATIS frequency added.

ZUTF/TFU
TIANFU

JEPPESEN
14 APR 23
Eff 19 Apr 1600Z
21-8

CHENGDU, PR OF CHINA
ILS DME Y Rwy 20

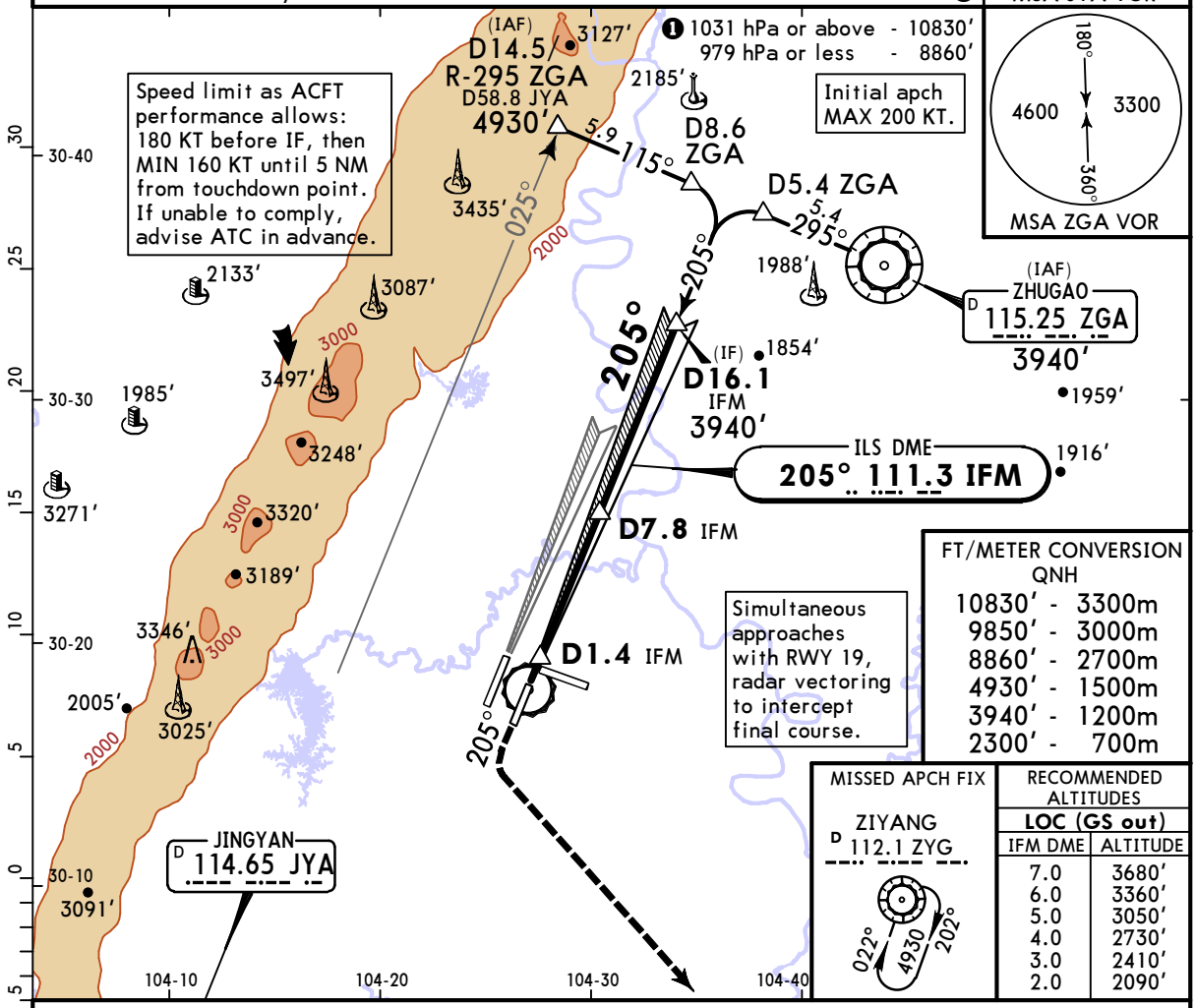
D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese126.8)	APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TWR02 130.5	GND02 122.6

BRIEFING STRIP™

LOC IFM	Final Apch Crs	D7.8 IFM	ILS DA(H)	Apt Elev / Rwy
111.3	205°	3940′ (2491′)	1649′ (200′)	1452′ / 1449′

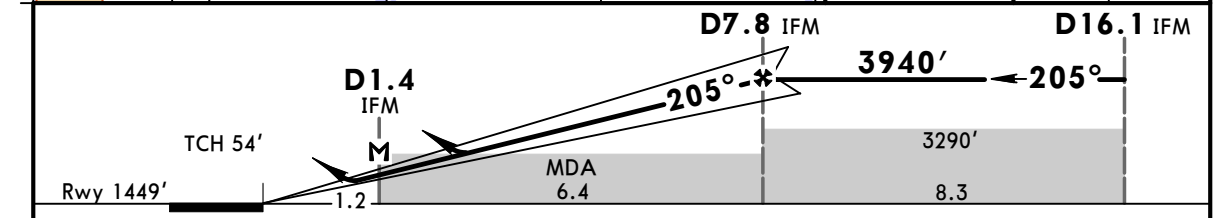
MISSED APCH: Climb STRAIGHT AHEAD to 2300′, turn LEFT (MAX 200 KT) to ZYG VOR at 4930′, join holding or contact ATC.

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶



FT/METER CONVERSION QNH	
10830′	3300m
9850′	3000m
8860′	2700m
4930′	1500m
3940′	1200m
2300′	700m

MISSED APCH FIX	RECOMMENDED ALTITUDES	
	LOC (GS out)	
	IFM DME	ALTITUDE
ZIYANG D 112.1 ZYG	7.0	3680′
	6.0	3360′
	5.0	3050′
	4.0	2730′
	3.0	2410′
	2.0	2090′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.4 IFM							

HIALS
PAPI
2300′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 20

	ILS DA(H) 1649′ (200′) FULL	ILS DA(H) 1649′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 1910′ (461′)	LOC (GS out) CDFA MDA(H) 1910′ (461′) ALS out
A	RVR 550m ❶ VIS 800m	1200m	1800m	
B				
C			1800m	2200m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	2090′ (638′)	2000m
135		
180	2470′ (1018′)	4400m
205	2470′ (1018′)	5000m

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

CHANGES: D-ATIS frequency added.

ZUTF/TFU
TIANFU

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN 21-8A

CHENGDU, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 20

D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
127.075 (Chinese 126.8)	APP02 120.375	*APP03 119.7	*APP04 121.35	*APP05 121.025	*APP06 126.35	*APP09 124.75	TWR02 130.5	GND02 122.6

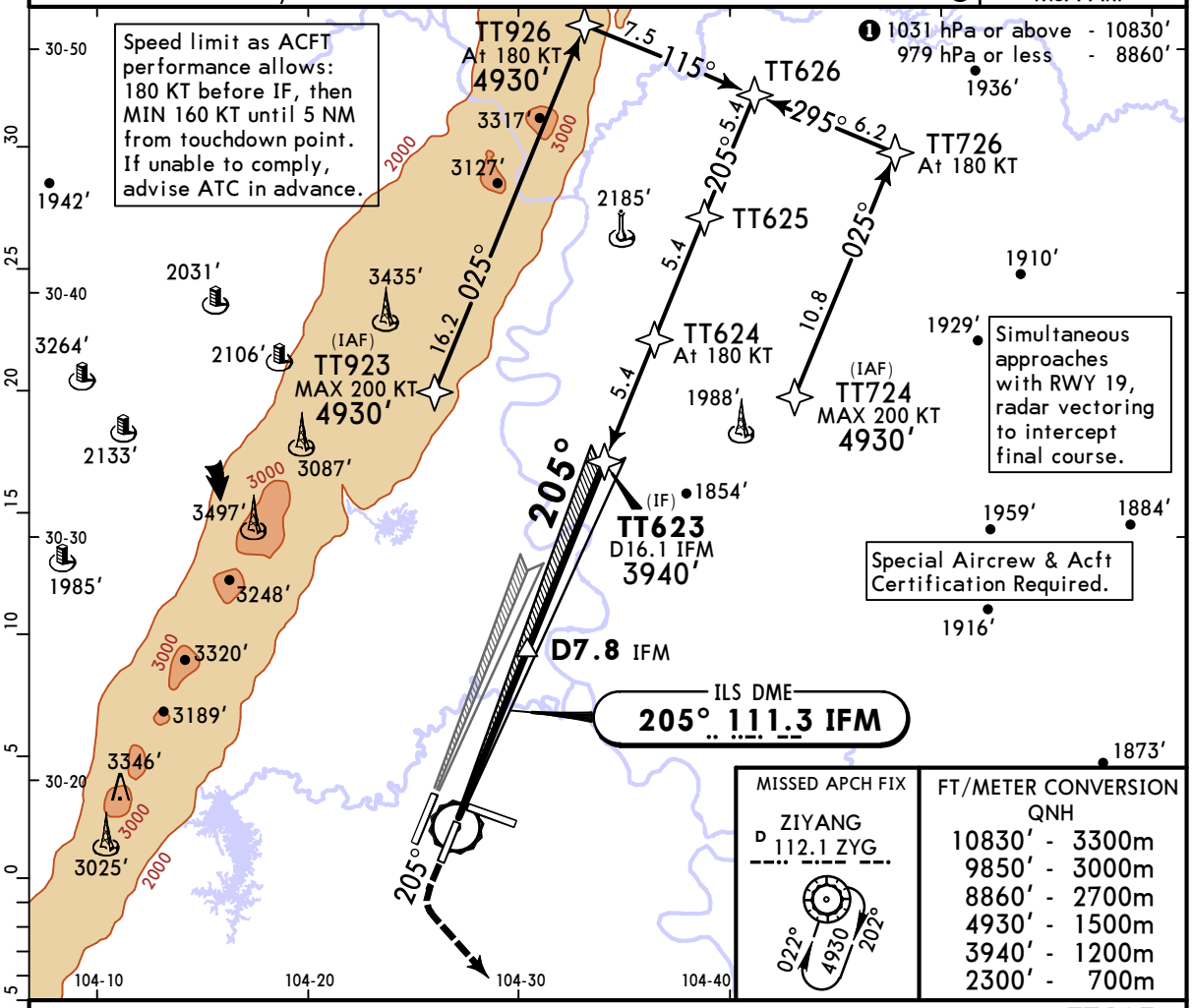
LOC IFM	Final Apch Crs	D7.8 IFM	SA CAT I ILS	Apt Elev	1452′
111.3	205°	3940′ (2491′)	RA 154′ DA(H) 1599′ (150′)	Rwy	1449′

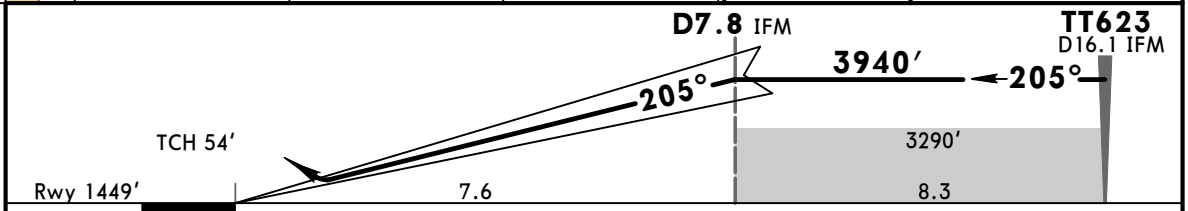
MISSED APCH: Climb STRAIGHT AHEAD to 2300′ (MAX 200 KT), turn LEFT to ZYG VOR at 4930′, join holding or contact ATC.

MSA ARP: 4600 (205°–025°), 3300 (025°–205°)

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

BRIEFING STRIP ™





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

HIALS
PAPI

2300′

200 KT MAX

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 20
SA CAT I ILS ❶

RA 154′
DA(H) 1599′ (150′)

RVR 450m

❶ HUD required.

CHANGES: D-ATIS frequency added.

ZUTF/TFU
TIANFU

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

21-8B

CHENGDU, PR OF CHINA
SA CAT I ILS DME Y Rwy 20

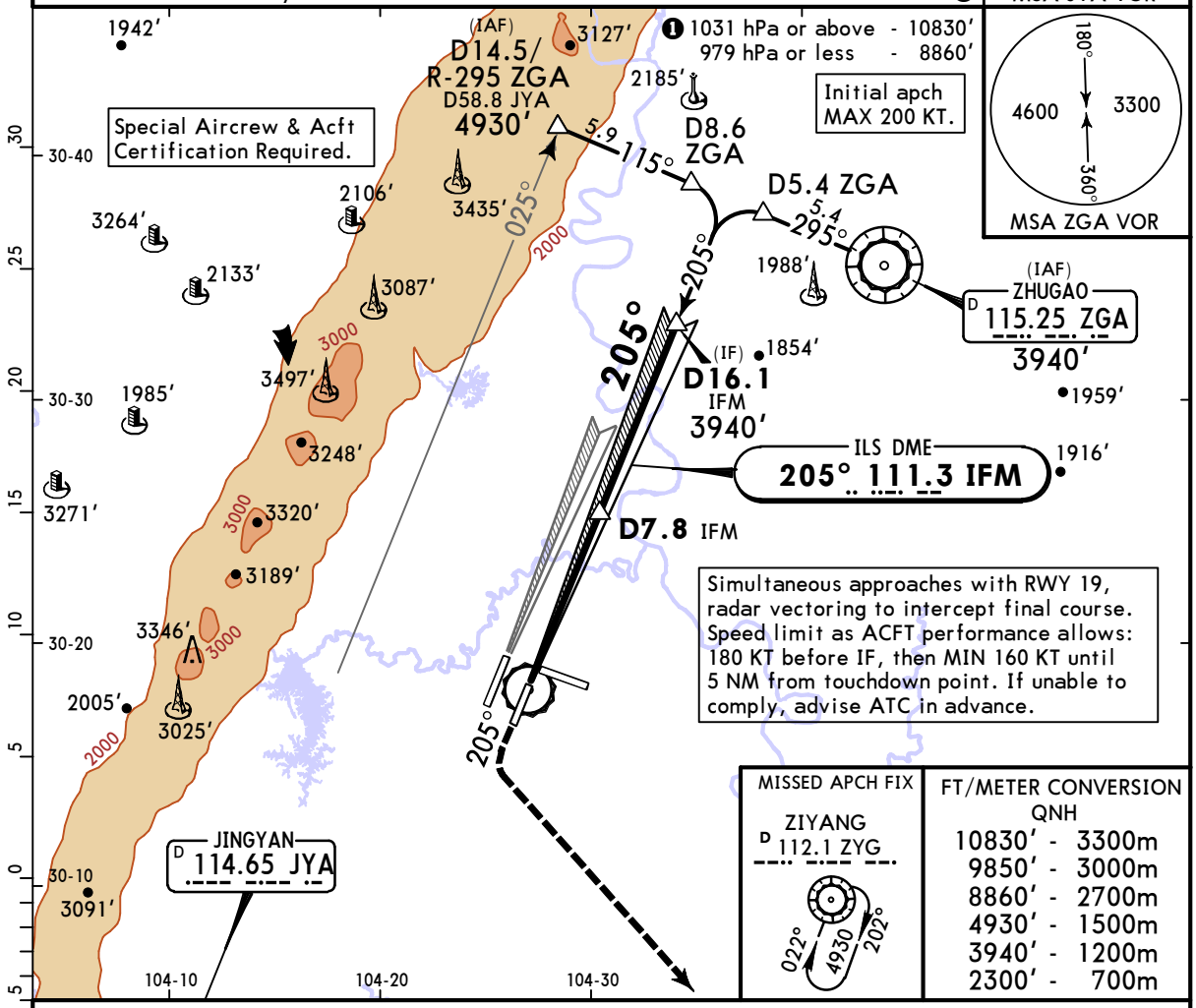
D-ATIS	CHENGDU Approach (R)						TIANFU Tower	Ground
	APP02	*APP03	*APP04	*APP05	*APP06	*APP09	TWR02	GND02
127.075 (Chinese 126.8)	120.375	119.7	121.35	121.025	126.35	124.75	130.5	122.6

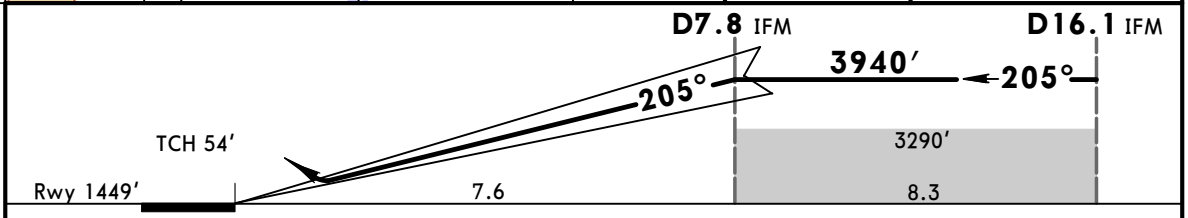
LOC IFM	Final Apch Crs	D7.8 IFM	SA CAT I ILS	Apt Elev 1452′
111.3	205°	3940′ (2491′)	RA 154′ DA(H) 1599′ (150′)	Rwy 1449′

MISSED APCH: Climb STRAIGHT AHEAD to 2300′, turn LEFT (MAX 200 KT) to ZYG VOR at 4930′, join holding or contact ATC.

Alt Set: hPa | Rwy Elev: 52 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

BRIEFING STRIP™





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

HIALS
PAPI
2300′

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 20
SA CAT I ILS ❶

RA 154′
DA(H) 1599′ (150′)

RVR 450m

❶ HUD required.

CHANGES: D-ATIS frequency added.

General Information

Location: BEIJING CHN
ICAO/IATA: ZBAA / PEK
Lat/Long: N40° 04.4', E116° 35.9'
Elevation: 116 ft

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

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

Sunrise: 2145 Z
Sunset: 1046 Z

Runway Information

Runway: 01
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 90 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18L
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 115 ft
Lighting: Edge, ALS, Centerline

Runway: 18R
Length x Width: 10499 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 115 ft
Lighting: Edge, ALS, Centerline

Runway: 19

Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 98 ft
Lighting: Edge, ALS, Centerline

Runway: 36L
Length x Width: 10499 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 110 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36R
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 106 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 127.600 Non-English
ATIS: 128.650
ATIS: 131.450
Beijing Tower: 118.300 Secondary
Beijing Tower: 118.050 Secondary
Beijing Tower: 118.500
Beijing Tower: 118.600
Beijing Tower: 124.300
Beijing Ground: 121.700
Beijing Ground: 121.750
Beijing Ground: 121.800
Beijing Ground: 121.850
Beijing Ground: 121.900
Beijing Ground: 121.950 Secondary
Beijing Apron Ramp/Taxi: 121.950 Secondary
Beijing Apron Ramp/Taxi: 122.125
Beijing Apron Ramp/Taxi: 122.225
Beijing Apron Ramp/Taxi: 122.625
Beijing Apron Ramp/Taxi: 122.675
Beijing Clearance Delivery: 121.600
Beijing Clearance Delivery: 121.650
Beijing Approach: 120.600
Beijing Approach: 121.100
Capital Approach: 125.050 Secondary
Beijing Approach: 125.500
Beijing Approach: 125.800
Capital Approach: 126.100
Beijing Approach: 127.750 Secondary
Beijing Approach: 129.000
Capital Approach: 120.200
Beijing Approach: 119.850
Beijing Approach: 119.700

Beijing Approach: 119.425 Secondary
Capital Approach: 119.000
Beijing Approach: 124.400
Beijing De-Icing Operations: 119.425
Beijing De-Icing Operations: 120.200

1. GENERAL

1.1. ATIS

D-ATIS 128.65
127.6 (Chinese)

1.2. WAKE TURBULENCE RE-CATEGORIZATION (RECAT-CN)

For RECAT-CN Separation Standards see ATC pages.

1.3. LOW VISIBILITY OPERATIONS (LVO)

1.3.1. LVO CRITERIA

RWY 01 meets LVO CAT II operating standards, RWY 36R meets LVO CAT II/IIIA operating standards.

During LVO CAT III operation, all arrival ACFT shall apply to APN or TWR for Follow-me.

During LVO CAT II operation, arrival and departure ACFT can apply to TWR for Follow-me.

When VIS is less than 800m or RVR of any RWY that can implement LVO is less than 550m, or when ceiling is less than 60m TWR will implement LVO procedures.

When RVR of RWY 36R is lower than 300m, and shows downward trend, TWR will implement CAT IIIA operation and select the RWY according following rules:

<table>
<tr><th>RVR (m)</th><th>RWY 36L</th><th>RWY 36R</th><th>RWY 01</th></tr>
<tr><td>550-400</td><td>take-off</td><td rowspan="3">take-off, landing</td><td rowspan="2">take-off, landing</td></tr>
<tr><td>400-300</td><td></td></tr>
<tr><td>300-200</td><td></td><td>take-off</td></tr>
<tr><td>200-175</td><td></td><td>HUD take-off, landing</td><td rowspan="3">HUD take-off</td></tr>
<tr><td>175-150</td><td></td><td>HUD take-off</td></tr>
<tr><td>150-90</td><td></td><td></td></tr>
</table>

1.3.2. LOW VISIBILITY TAKE-OFF BASED ON HUD

RWY 36R conducting take-off with RVR 150m based on HUD and RWY 01 conducting take-off with RVR 90m based on HUD shall satisfy following conditions:

- Special authorization for airlines, on-board HUD and crew members.

When conducting LVO, flight crew shall pay attention to ATIS and do self-check of HUD capabilities and weather conditions.

Flight crew shall report to ATC when applying for delivery clearance if it is capable of HUD take-off.

Flight crew will decide whether departure or not before entering into RWY according to the actual RVR situation. If flight crew decide to continue departing or taxiing back, Follow-me vehicle will detach or guide ACFT back.

All ACFT conducting take-off with HUD shall taxi on fixed route and be guided by Follow-me. For fixed routes refer to 10-9 charts.

During RWY 36R CAT IIIA operations, without any TWR permission, ACFT are forbidden to enter:

- TWY F (South of M7, including TWYs F0 thru F4, F7 between TWY F and TWY Z3).
- TWY G (South of T5, including TWYs T1 thru T4, G3 thru G7, W0 thru W4, E0 thru E6, A0 and A1 between TWY G and TWY H).

During RWY 01 conducting HUD RVR 90m take-off, without any TWR permission, ACFT are forbidden to enter:

- TWY K (South of TWY K7, including TWYs T1 thru T6, K3 thru K6, Y4, Y6, Q0 thru Q7 between TWY K and TWY J).

1. GENERAL

1.4. RWY OPERATIONS

General rules for use of RWYs:

- RWY 01/19 is mainly used for arrival.
- RWY 18L/36R is mainly used for departure.
- RWY 18R/36L is used for departure and arrival.

The three parallel RWYs will be used for departure upon departure rush hour.

The three parallel RWYs will be used for arrival upon arrival rush hour.

Daily from 2330-0530LT, landing on RWY 01 and take-off on RWY 19 prohibited.

During changing the direction of RWY-in-use, if downwind speed is more than 3m/s (6 KT) and not exceeding 5m/s (10 KT), ATC shall inform ACFT about ground wind direction and speed and instruct downwind take-off or landing for short time. If pilot decides not to take off or land on downwind RWY due to performance limits, inform ATC immediately.

1.5. TAXI PROCEDURES

For taxiing routings refer to 10-9 charts.

180° turnaround on TWYs is strictly forbidden.

Take-off and landing ACFT shall keep ADS-B equipment on while taxiing.

Set transponder on mode Sierra while taxiing.

RWY 18L/36R crossing rules:

- TWYs A0, A1, A8, A9 are available for crossing RWY 18L/36R.
  - Taxi following the instruction of GND Control to the holding position and hold short of RWY 18L/36R.
  - Request TWR Control for crossing clearance.
  - Verify any questions prior to crossing.
  - Repeat all the ATC instructions for clarity, then put in practice as soon as possible.
  - Finally, report to TWR Control 'RWY vacated'.

Flight crew shall monitor the TWR freq and watch the activities on the RWY 18L/36R and around.

While crossing RWY 18L/36R after the take-off ACFT, flight crew shall be responsible for the safety distance with the ACFT to avoid the effect of wake turbulence.

If failure to change the assigned GND frequency, stop prior to the intersection of the two GND sectors and contact the original GND frequency.

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

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

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

b. Controller: (ACFT ID) stop bar unserviceable, cross red stop bar, via (TWY number) line up RWY (RWY number).
   Pilot: Cross red stop bar, via (TWY number) line up RWY (RWY number), (ACFT ID).

Taxiing routes of special flight will be instructed by ATC.

Simultaneous taxiing on TWYs Y1 and Y2 (South part of TWY G1) is strictly forbidden.

When the mean wind speed reaches 10.8m/s or more at the APT, single engine taxi is strictly forbidden.

1. GENERAL

1.6. PARKING INFORMATION

Push-back required for all stands, except stands 251, 252, 261 thru 263, W103 thru W107, 816, 817 and 951 thru 958.

ACFT shall taxi in and be pushed back by tow tractors on stands W101, W206, W301, W306, W501 thru W511, W612 thru W623, N110, N124, N128, N214, 264, 267, 268, 622 thru 625 and 630 thru 640. Taxiing in and out by own power is strictly forbidden.

These stands are only available for ACFT parking, ground support activities such as passengers embarkation and disembarkation, refuelling, cargo loading and unloading is forbidden.

Visual docking guidance system available for stands at apron 3 thru 5. For other stands ACFT shall be guided by marshaller.

Wing lights of A330-200 are forbidden to turn on while rear door connecting with air bridge, contact Terminal Airfield Management Control Center for the clearance of turning on the wing lights and conduct after the air bridge retracted.

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

1.7. AUXILIARY POWER UNITS (APU)

APU alternative facility (include 400Hz power unit and ground air conditioner) using requirements.

For reducing carbon emission and noises, on stands 103 thru 116, 205 thru 240, 301 thru 337, 401, 403, 405 thru 411, 413, 451 thru 466, 501 thru 536, 551thru556, 558 thru 565, 701 thru 704, 711 thru 714, 721 thru 735, 818 thru 821, 931thru940, N101 thru N110, N121 thru N128, N201 thru N213, W201 thru W210, W301 and W311 shall follow the principle of 'use as much as possible', turn off APU and conncet 400Hz power unit and ground air conditioner system.

Except for the following special situation, ACFT is forbidden to use APU during parking at above stands:

- 400Hz power unit and air conditioning system is unserviceable;
- ACFT needs APU to start up engine;
- APU is under maintainance;
- In case of exceptional circumstance influencing the regularity and safety of operation, such as extreme weather.
- In case of strong winds stop using ground air conditioners. The equipment connected to the ACFT shall be removed immediately.
- In lightning conditions, ground power and air conditioning equipment shall not be connected and removed.

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

The docking operation will begin after the ACFT has stopped.

1.8. FUEL DUMPING AREA

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

1.9. OTHER INFORMATION

RWYs 01 and 18R right-hand circuit.
Birds.

1. GENERAL

1.9.1. SIMULTANEOUS OPERATIONS ON PARALLEL RWYs

RWYs 36L, 36R and 01 may be used for dependent parallel ILS approaches.

RWYs 36L and 01 may be used for independent parallel approaches, if operating condition requirements are met.

All parallel RWYs may be used for independent parallel departures. In order to keep the safety separation, the ACFT departing from RWY 36R/18L shall follow SID or departure instruction after take-off. And it is forbidden to deflect to both sides. The ACFT departing from RWY 36L/18R or RWY 01/19 shall follow SID or departure instruction as soon as possible after take-off. And it is forbidden to deflect to RWY 36R/18L.

Landing ACFT shall vacate the RWY as soon as possible (within 50 seconds from flying over RWY THR to vacating the RWY), otherwise inform TWR controller before landing.

Upon receipt of APCH clearance, the pilot shall monitor the operating situations of other ACFT in the vicinity using airborne equipment such as ACAS and establish the visual separation as practicable. Then report ″visual separation established″ when the controller notifies the relative position to other ACFT.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

- MAX 280 KT when flying below FL 197 (6000m) and above 9850′ (3000m).
- MAX 250 KT when flying at 9850′ (3000m) or below.
- MIN 180 KT until 8NM from touchdown point.
- MIN 160 KT until 6NM from touchdown point.

If these speed limitations can not be implemented, report to ATC as soon as possible.

2.2. NOISE ABATEMENT PROCEDURES

RWY 01/19 operation restriction for night noise control, landing ACFT perhaps shall circle for holding, suggest to increase reserve fuel capacity during 2330-0100LT daily.

2.3. CAT II/IIIA OPERATIONS

RWY 01 is approved for CAT II operations, RWY 36R is approved for CAT II/IIIA operations. Special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

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

- ACFT shall finish fully vacating the RWY within 50 seconds (70 seconds for heavy type or above) after flying over RWY THR.
- If crew suppose they cannot fulfill the process within the required time, they have to inform ATC while they are contacting final frequency (no later than base turn or before establishing the LOC).

After vacating RWY, especially under conditions of low visibility, report the RWY designation and TWY designation on initial contact with GND.

TWY C4 is used by ACFT turn to North from TWY P4.

TWY C5 is used by ACFT turn to South from TWY P5.

2. ARRIVAL

Operation during Snow Weather

Arriving ACFT with 4 engines (or more) shall keep the outside engines in idle state after vacating RWY until entering into stand.

For APN control areas refer to 10-9 pages. ACFT taxiing and other operations in the APN control area shall follow instructions of APN.

ACFT within APN control area shall contact APN for stands information and further taxiing clearance before entering apron.

2.5. OTHER INFORMATION

2.5.1. INDEPENDENT APPROACHES EMERGENCY AVOIDANCE FOR RWY 01

- ACFT beyond 5.4NM/10km from RWY THR, radar-vectoring, contact BEIJING Approach.
- ACFT within 5.4NM/10km from RWY THR, climb and maintain 1970'/600m, turn RIGHT, heading 090°. Contact BEIJING Approach.

2.5.2. EMERGENCY AVOIDANCE FOR RWY 18L

- ACFT climb along final course and maintain 6890'/2100m. Contact BEIJING Approach.

2.5.3. EMERGENCY AVOIDANCE FOR RWY 18R

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

2.5.4. EMERGENCY AVOIDANCE FOR RWY 19

- ACFT beyond 5.4NM/10km from RWY THR, radar-vectoring, contact BEIJING Approach.
- ACFT within 5.4NM/10km from RWY THR, climb and maintain 1970'/600m, turn LEFT, heading 090°. Contact BEIJING Approach.

2.5.5. INDEPENDENT APPROACHES EMERGENCY AVOIDANCE FOR RWY 36L

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

2.5.6. INDEPENDENT APPROACHES EMERGENCY AVOIDANCE FOR RWY 36R

- ACFT climb along final course and maintain 6890'/2100m. Contact BEIJING Approach.

2.5.7. INDEPENDENT VISUAL APPROACHES (IVA)

IVA may be used during parallel operations in RWY 36L/36R/01 or RWY 18R/18L/19 direction. Depending on meteorological conditions they may be initiated from a turning to final or from an ILS APCH once the pilot is visual.

Important instructions and advisory information for pilots:

- Report preceding ACFT and/or RWY in sight as soon as possible.
- ATC shall give IVA expectation and assigned RWY to flight crew at initial contact. If no objection, that has been accepted.
- Manage IAS on base leg to ensure you do not overshoot centerline and on final to keep the intervals between ACFT. Standard terminal area speeds apply, 180 KT 10NM from THR and 160 KT 5NM from THR. If flight crew cannot fulfil required speed, inform ATC immediately.
- Fly accurate headings when being vectored to final. The vector for final will not be greater than 30°.
- The phraseology will include "Cleared Independent Visual Approach".

2. ARRIVAL

- ATC will provide separations until cleared for a visual APCH. If ACFT is to follow a preceding ACFT to make the visual APCH, you will be responsible for the separation with the preceding ACFT, or you just have the RWY in sight to make the visual APCH but not the preceding ACFT, ATC will provide separations between you and the preceding ACFT.
- It is not necessary to apply any other type of separation with the other ACFT approaching on adjacent final after one ACFT is cleared for an IVA.
- Once the visual APCH has been issued and pilot has acknowledged receipt of the visual APCH clearance, the separation between ACFT and obstacles is in the charge of the flight crew.
- Do not pass through your assigned RWY centerline. Other ACFT will be operating on the adjacent APCH.
- ATC will provide type and wake turbulence category of preceding ACFT for all landing ACFTs which are tailing after heavy ACFTs and above (or B757).
- If necessary, ATC shall inform the traffic information of other relevant ACFT.
- Flight crew must respond to any TCAS alert in accordance with the procedures in the ACFT's flight manual.
- Accurately track extended RWY centerline during final.
- If for any reason, including radio failure or radio congestion, contact cannot be established or maintained with final ATC such that it prevents an instruction being issued by ATC or a vectoring request being made by the flight crew to enable intercept of final APCH course for the RWY assigned, then an ACFT shall initiate a turn in order to track the extended centerline of the RWY assigned and contact TWR.
- All medium ACFTs and below shall fully vacate RWY within 50 seconds after touchdown, and all heavy ACFTs and above shall fully vacate RWY within 70 seconds after touchdown. If flight crew cannot fulfil the process within the required time, pilot shall inform ATC in advance.

2.5.8. PROCEDURES FOR VFR FLIGHTS

Visual separation can be implemented in Beijing Capital Intl APT. When using VFR separation on the final approach phase of IAPs, pilot shall follow the IAPs and keep visualizing to ensure a safety separation with other ACFT. When the ACFT descends to DA, some situations may be observed, such as the preceding ACFT is vacating the same RWY, or the departure ACFT is lifting off. Under such situation, pilot can make a missed approach at any moment if it is considered to be necessary and notify the controller immediately.

When visibility is not less than 6km, ceiling is not less than 600m, visual approach can be implemented in Beijing Capital Intl APT. ATC can conduct arrival ACFT of one or several RWYs to implement visual approach.

When pilot reports to ATC visual contact with APT, pilot or ATC can apply for visual approach and implement with mutual agreement.

When the pilot implements the visual approach indicates that another ACFT is in sight and accepts the visual separation, the pilot shall take the following responsibilities:

- Pilot shall maintain visual contact with relevant ACFT, make the necessary speed adjustment or maneuvering, and report flight operations to ATC if needed.
- Pilot shall keep ACFT away from wake turbulence affected area of preceding ACFT.
- When pilot cannot maintain visual contact with relevant ACFT, pilot shall report to ATC in order to get another available separation.

Pilot shall report to ATC in case of visual contact with APT but no visual contact with preceding ACFT in order for ATC to assign radar intervals or procedure intervals for the preceding and following ACFT.

During simultaneous approaches on parallel RWYs, ATC can conduct ACFT to implement visual approach on one RWY and ILS approach or visual approach on other RWYs.

3. DEPARTURE

3.1. DEPARTURE CLEARANCE VIA DATA LINK (DCL)

DCL service provided by TWR will be put into use. Pilot shall request DCL 30 minutes in prior before ETD.

3.2. DE-ICING

3.2.1. GENERAL

Two ways applied for de-icing:

- De-icing at de-icing positions;
- De-icing at stands.

Contact TWR or AOC to confirm de-icing way.

When exiting de-icing stands, aircrew shall control throttle carefully, avoiding exhausted gas causing damage to support personnel and equipment.

If APU failure is detected for engine-off ACFT, aircrew shall report to TWR before push-back and contact AOC to apply for de-icing at parking stand and de-icing vehicle. When APU fails during de-icing at de-icing position, aircrew shall report to de-icing guide immediately and operate with suggestions.

3.2.2. DE-ICING AT DE-ICING POSITIONS

3.2.2.1. DE-ICING DEMAND

Before applying for delivery clearance, ACFT with de-icing demand shall report to AOC, then report to Delivery the de-icing demands.

3.2.2.2. PUSH-BACK AND TAXIING

ACFT shall follow ATC instructions to push back and taxi to de-icing holding position.

3.2.2.3. DE-ICING HOLDING

Refer also to 10-9 pages for depiction of de-icing areas and holding positions.

RWY	Corresponding De-icing Area	Holding Position Number	Light Guidance available	Line-up	De-icing Frequency (MHz)
36L	1 (W211 thru W213)	11	Yes	TWY Z2 (East of TWY Z7)	128.200
		12	Yes	TWY D1 (North of TWY C1)	
36R	2 (706 thru 710)	21	Yes	TWY Z9 (South of TWY F4)	128.200
		23	Yes	TWY Z3 (North of TWY F7)	
36R	3 (G1, G2, 371 thru 373)	31	Yes	TWY Y2 (South of TWY G1)	127.025
		32	Yes	TWY Y2 (North of TWY U6)	
01	4 (K1, K2, 381, 382)	41	Yes	TWY Y5 (South of TWY K1)	126.225
		42	Yes	TWY Y5 (North of TWY U9)	
18L/R	7 (W103 thru W107, D2)	71	Yes	TWY D4 (South of TWY S4)	128.200
		72	Yes	TWY S4 (East of TWY D4)	
18L	8 (951 thru 954)	81	Yes	TWY H (South of TWY J5)	127.025
19	9 (955 thru 958)	91	Yes	TWY J (South of TWY J6)	126.225

3. DEPARTURE

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

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

3.2.2.4. ENGINE IDLE DE-ICING

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

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

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

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

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

When de-icing is completed, obtain change frequency clearance from de-icing guide and contact APN applying for taxiing out of de-icing stand.

If engine turned off during engine idle de-icing, engine-off de-icing shall be implemented with the instructions of de-icing guide.

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

Departure ACFT shall not apply for ATC delivery clearance 30 minutes earlier than ETD (target TSAT when CDM works).

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.

For APN control areas refer to 10-9 pages. ACFT push-back, start-up, taxiing and other operations in the APN control area shall follow instructions of APN.

Within APN control areas ACFT pushing back shall:

- Obtain delivery, push-back and start-up clearance from delivery when ACFT standby.
- Flight crew shall inform stand number on initial contact with APN.
- ACFT shall push back and start up after APN clearance. Push-back direction and procedures shall be verified with APN. Follow APN instructions within 5 minutes, otherwise re-apply.
- Obtain taxiing clearance from APN after pushing back.

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

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

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

3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

Beijing Capital uses NADP1 issued by ICAO.

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

Take-off to 500m (1650')	-	Take-off power; - take-off flaps; - climb at V_2 + 20km/h (10 KT).
At 500m (1650')	-	Reduce engine power to climb thrust and maintain the original flaps and speed.
At 950m (3120')	-	Complete transition to normal enroute climb speed and retract flaps.

3.5. RWY OPERATIONS

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

D-ATIS	Apt Elev	
128.65 (Chinese 127.6)	116	Alt Set: hPa Trans level: FL118 RNAV 1 GNSS 1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact.

STAR	ROUTING
AVBOX 8ZA	AVBOX (FL177-; FL167+) - AA548 (FL177-) - AA547 (FL167-) - AA546 - AA545 (FL138+) - AA544 - AA543 (6890+) - AA522 (5910-) - AA521 (K210-; 3940+).
DUGEB 8YA	DUGEB (FL177-; FL167+) - AA568 - AA567 - AA566 (FL167+) - AA565 (FL148+) - AA564 - AA563 - AA562 (9850+) - AA561 (8860+) - AA582 (8860+) - AA581 (K210-; 4930+).
DUGEB 8ZA	DUGEB (FL177-; FL167+) - AA568 - AA567 - AA566 (FL167+) - AA565 (FL148+) - AA564 - AA563 - AA582 (8860+) - AA581 (K210-; 4930+).
DUMAP 8ZA	DUMAP (FL177-; FL167+) - AA548 (FL177-) - AA547 (FL167-) - AA546 - AA545 (FL138+) - AA544 - AA543 (6890+) - AA522 (5910-) - AA521 (K210-; 3940+).

AVBOX 8ZA [AVB8ZA], DUGEB 8YA [DUG8YA]
DUGEB 8ZA [DUG8ZA], DUMAP 8ZA [DUM8ZA]
RNAV ARRIVALS
(RWYS 18L/R, 19)

SPEED: MAX 280 KT WITHIN BEIJING TMA

FL CONVERSION	
FL177	FL5400m
FL167	FL5100m
FL148	FL4500m
FL138	FL4200m
FL118	FL3600m

FT/METER CONVERSION QNH	
9850'	3000m
8860'	2700m
6890'	2100m
5910'	1800m
4930'	1500m
3940'	1200m

AA561 8860
AA582 8860
(IAF) AA581 4930 MAX 210 KT
(IAF) AA521 3940 MAX 210 KT
AA562 9850
AA563
AA564
AA565 FL148
AA566 FL167
AA567
AA568
AA522 5910
AA544
AA543 6890
AA545 FL138
AA546
AA547 FL167
AA548 FL177
DUGEB FL177 FL167
AVBOX FL177 FL167
DUMAP FL177 FL167
NOT TO SCALE

GUANZHUANG D 114.7 PEK
DAXING D 115.35 DXG
TIANJIN D 112.1 TAJ
BEIJING Daxing ZBAD
TIANJIN Binhai ZBTJ
PEK VOR
DXG VOR
TAJ VOR
ZB(P)-801
No ACFT is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
BEIJING TMA
MHA FL167
CONTOUR INTERVALS 8000 6000 4000 2000

AVBOX 8ZA [AVB8ZA]
DUGEB 8YA [DUG8YA]
DUGEB 8ZA [DUG8ZA]
DUMAP 8ZA [DUM8ZA]
RNAV ARRIVALS (RWYS 18L/R, 19)

BEIJING, PR OF CHINA
RNAV STAR

CHANGES: Communications, TAJ MSA.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: FL118
128.65 (Chinese 127.6)	116	RNAV 1 GNSS 1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact.

STAR	ROUTING
AVBOX 9ZA	AVBOX (FL177-; FL167+) - AA443 (FL148+) - AA442 (8860+) - AA441 (K210-; 7880+).
DUGEB 9ZA	DUGEB (FL177-; FL167+) - AA444 (FL167+) - AA443 (FL148+) - AA442 (8860+) - AA441 (K210-; 7880+).
DUMAP 9ZA	DUMAP (FL177-; FL167+) - AA429 - AA428 (FL177-; FL167+) - AA427 - AA426 (FL138+) - AA425 - AA422 (6890+) - AA421 (K210-; 4930-).

AVBOX 9ZA [AVB9ZA], DUGEB 9ZA [DUG9ZA]
DUMAP 9ZA [DUM9ZA]
RNAV ARRIVALS
(RWYS 01, 36L/R)

SPEED: MAX 280 KT WITHIN BEIJING TMA

FL CONVERSION

FL177	FL5400m
FL167	FL5100m
FL148	FL4500m
FL138	FL4200m
FL118	FL3600m

FT/METER CONVERSION QNH

8860′	-	2700m
7880′	-	2400m
6890′	-	2100m
4930′	-	1500m

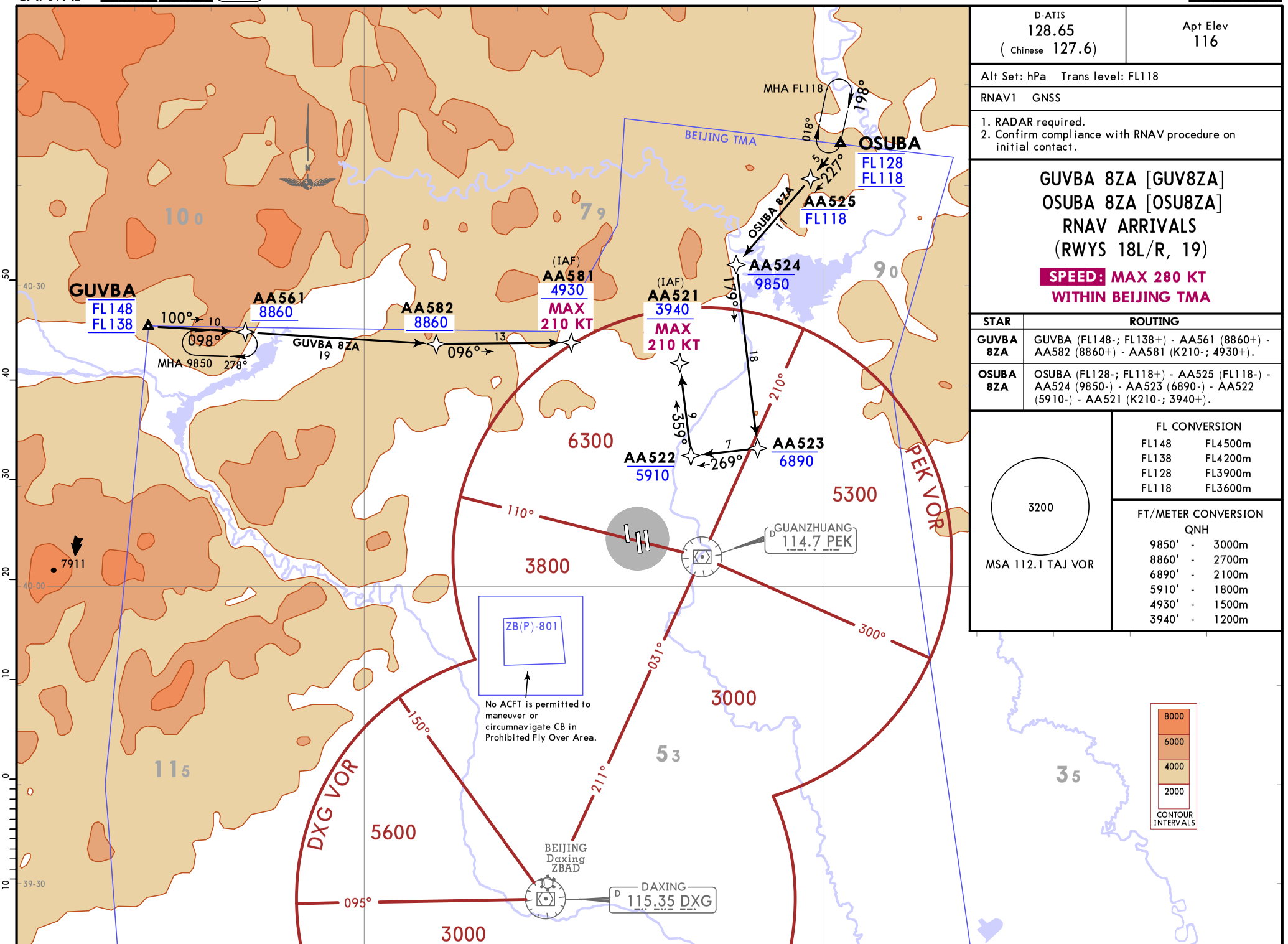
PEK VOR
GUANZHUANG D 114.7 PEK
DAXING D 115.35 DXG
DXG VOR
TAJ VOR
TIANJIN D 112.1 TAJ
TIANJIN Binhai ZBTJ
BEIJING Daxing ZBAD
ZB(P)-801
No ACFT is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
CONTOUR INTERVALS 8000 6000 4000 2000
BEIJING TMA
NOT TO SCALE

AA425
AA422 6890
AA441 (IAF) 7880 MAX 210 KT
AA421 (IAF) 4930 MAX 210 KT
AA426 FL138
AA427
AA428 FL177 FL167
AA429
AA442 8860
AA443 FL148
AA444 FL167
DUGEB FL177 FL167
AVBOX FL177 FL167
DUMAP FL177 FL167
MHA FL167

ZBAA/PEK CAPITAL
JEPPESEN 14 APR 23 (10-2A) Eff 19 Apr 1600Z
BEIJING, PR OF CHINA
RNAV STAR
AVBOX 9ZA [AVB9ZA]
DUGEB 9ZA [DUG9ZA]
DUMAP 9ZA [DUM9ZA]
RNAV ARRIVALS (RWYS 01, 36L/R)

BEIJING, PR OF CHINA

RNAV STAR



D-ATIS
128.65
(Chinese 127.6)

Apt Elev
116

Alt Set: hPa Trans level: FL118

RNAV1 GNSS

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

GUVBA 8ZA [GUV8ZA]
OSUBA 8ZA [OSU8ZA]
RNAV ARRIVALS
(RWYS 18L/R, 19)

SPEED: MAX 280 KT WITHIN BEIJING TMA

STAR	ROUTING
GUVBA 8ZA	GUVBA (FL148-; FL138+) - AA561 (8860+) - AA582 (8860+) - AA581 (K210-; 4930+).
OSUBA 8ZA	OSUBA (FL128-; FL118+) - AA525 (FL118-) - AA524 (9850-) - AA523 (6890-) - AA522 (5910-) - AA521 (K210-; 3940+).

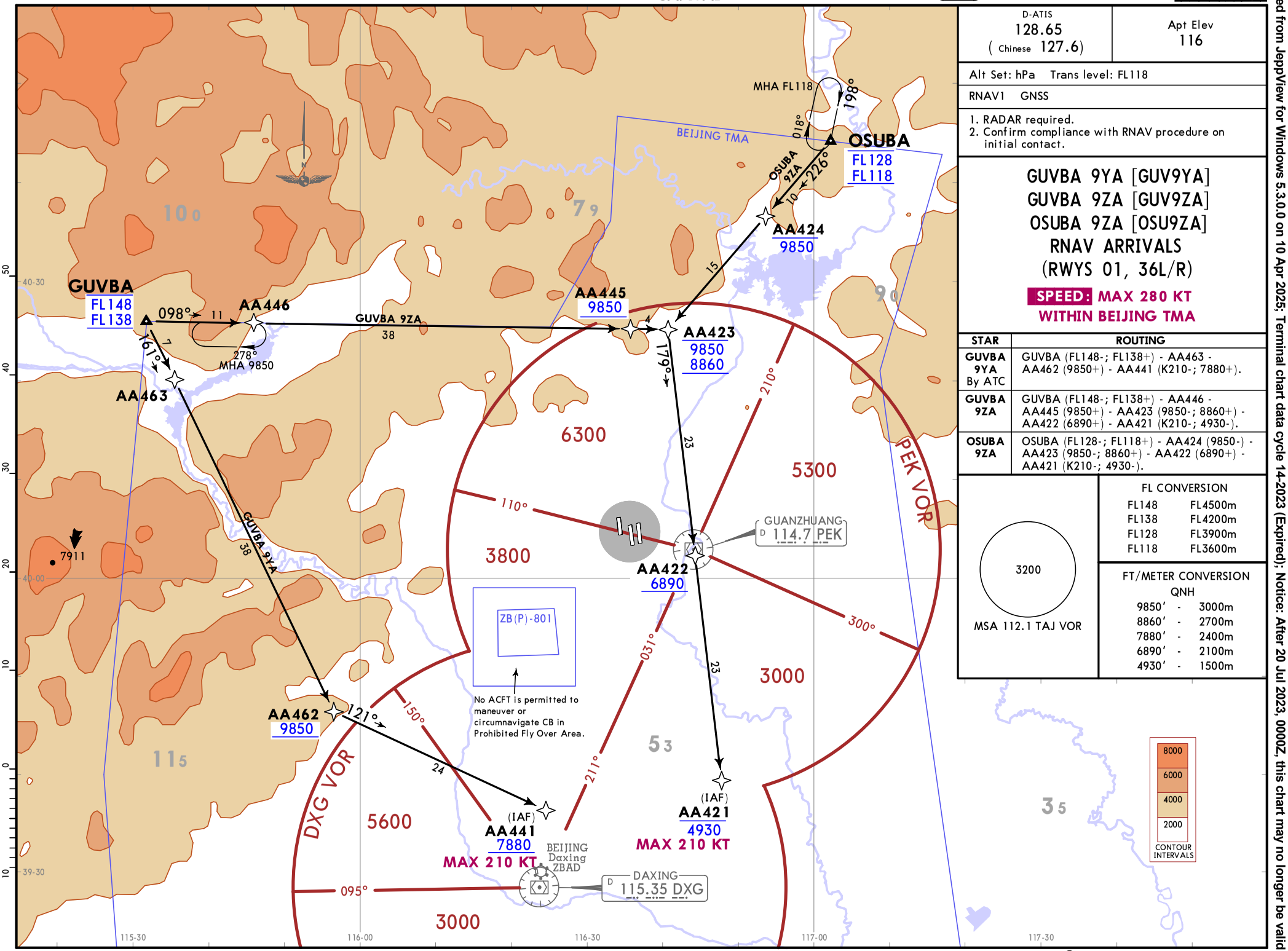
FL CONVERSION

FL148	FL4500m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION
QNH

9850′	-	3000m
8860′	-	2700m
6890′	-	2100m
5910′	-	1800m
4930′	-	1500m
3940′	-	1200m

CHANGES: Communications, TAJ MSA.



D-ATIS	Apt Elev
128.65 (Chinese 127.6)	116

Alt Set: hPa Trans level: FL118

RNAV1 GNSS

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

GUVBA 9YA [GUV9YA]
GUVBA 9ZA [GUV9ZA]
OSUBA 9ZA [OSU9ZA]
RNAV ARRIVALS
(RWYS 01, 36L/R)

SPEED: MAX 280 KT WITHIN BEIJING TMA

STAR	ROUTING
GUVBA 9YA By ATC	GUVBA (FL148-; FL138+) - AA463 - AA462 (9850+) - AA441 (K210-; 7880+).
GUVBA 9ZA	GUVBA (FL148-; FL138+) - AA446 - AA445 (9850+) - AA423 (9850-; 8860+) - AA422 (6890+) - AA421 (K210-; 4930-).
OSUBA 9ZA	OSUBA (FL128-; FL118+) - AA424 (9850-) - AA423 (9850-; 8860+) - AA422 (6890+) - AA421 (K210-; 4930-).

3200

MSA 112.1 TAJ VOR

FL CONVERSION

FL148	FL4500m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION

QNH

9850'	-	3000m
8860'	-	2700m
7880'	-	2400m
6890'	-	2100m
4930'	-	1500m

CHANGES: Communications, TAJ MSA.

ZBAA/PEK CAPITAL

Eff 12 Jul 1600Z | 7 JUL 23 | (10-2D)

JEPPESEN

D-ATIS	Apt Elev
128.65 (Chinese 127.6)	116

Alt Set: hPa Trans level: FL118

RNAV1 GNSS

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

DUGEB 8XA [DUG8XA]
GUVBA 8YA [GUV8YA]
RNAV ARRIVALS
(RWYS 18L/R, 19)

ONLY USED FOR PMS

SPEED: MAX 280 KT WITHIN BEIJING TMA

GUVBA
MAX 250 KT
FL148
FL138

GUVBA 8YA 126° 10

AA321
At 230 KT
FL118
9850

AA315
At 230 KT
FL138
FL128

AA316
8860

AA317
6890

(IAF) **AA581**
4930
MAX 210 KT

093° 15 7 6

356° 5.4 **AA314** 342° 5.4

175° 5.4

AA322 164° 5.4

AA313

AA312 327° 5.4

AA323 152° 5.4

161°

AA 324 141° 5.4

045° 5.4 313° 5.5

AA311
At 230 KT
FL138
FL128

MHA 9850

7491

341°

AA 320

AA325
At 230 KT
FL118
9850

PEK VOR

110°

210°

300°

031°

211°

150°

095°

DXG VOR

TAJ VOR

6300

5300

3800

3000

5600

3200

BEIJING TMA

ZB(P)-801

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

GUANZHUANG
D 114.7 PEK

BEIJING Daxing ZBAD

DAXING
D 115.35 DXG

TIANJIN Binhai ZBTJ

TIANJIN
D 112.1 TAJ

AA565
FL148

AA566
FL167

AA567

AA568

359°

DUGEB 8XA 046° 213° 29

MHA FL167

033°

DUGEB
FL177
FL167

8000
6000
4000
2000
CONTOUR INTERVALS

FL CONVERSION	
FL177	FL5400m
FL167	FL5100m
FL148	FL4500m
FL138	FL4200m
FL128	FL3900m
FL118	FL3600m

FT/METER CONVERSION QNH	
9850'	3000m
8860'	2700m
6890'	2100m
4930'	1500m

STAR	ROUTING
DUGEB 8XA	DUGEB (FL177-; FL167+) - AA568 - AA567 - AA566 (FL167+) - AA565 (FL148+) - AA311 (K230; FL138-; FL128+) - AA312 - AA313 - AA314 - AA315 (K230; FL138-; FL128+) - AA316 (8860+) - AA317 (6890+) - AA581 (K210-; 4930+).
GUVBA 8YA	GUVBA (K250-; FL148-; FL138+) - AA321 (K230; FL118-; 9850+) - AA322 - AA323 - AA324 - AA325 (K230; FL118-; 9850+) - AA317 (6890+) - AA581 (K210-; 4930+).

DUGEB 8XA [DUG8XA]
GUVBA 8YA [GUV8YA]
RNAV ARRIVALS
(RWYS 18L/R, 19)

BEIJING, PR OF CHINA

RNAV STAR

BEIJING, PR OF CHINA

RNAV SID

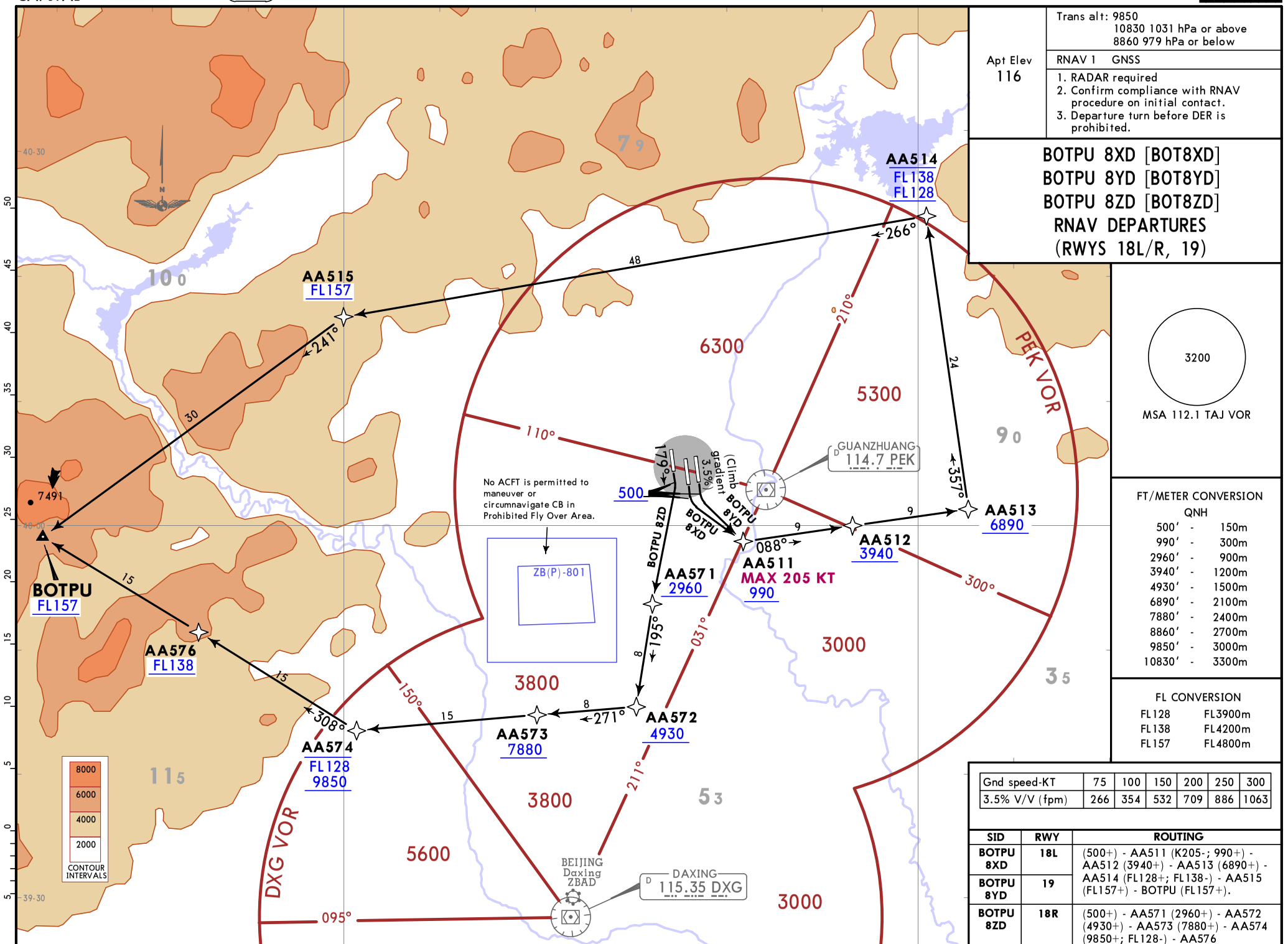
Apt Elev
116

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

RNAV 1 GNSS

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

BOTPU 8XD [BOT8XD]
BOTPU 8YD [BOT8YD]
BOTPU 8ZD [BOT8ZD]
RNAV DEPARTURES
(RWYS 18L/R, 19)



FT/METER CONVERSION

QNH

500′	-	150m
990′	-	300m
2960′	-	900m
3940′	-	1200m
4930′	-	1500m
6890′	-	2100m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL128	FL3900m
FL138	FL4200m
FL157	FL4800m

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

SID	RWY	ROUTING
BOTPU 8XD	18L	(500+) - AA511 (K205-; 990+) - AA512 (3940+) - AA513 (6890+) - AA514 (FL128+; FL138-) - AA515 (FL157+) - BOTPU (FL157+).
BOTPU 8YD	19	
BOTPU 8ZD	18R	(500+) - AA571 (2960+) - AA572 (4930+) - AA573 (7880+) - AA574 (9850+; FL128-) - AA576 (FL138+) - BOTPU (FL157+).

CHANGES: TAJ MSA.

Apt Elev
116

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

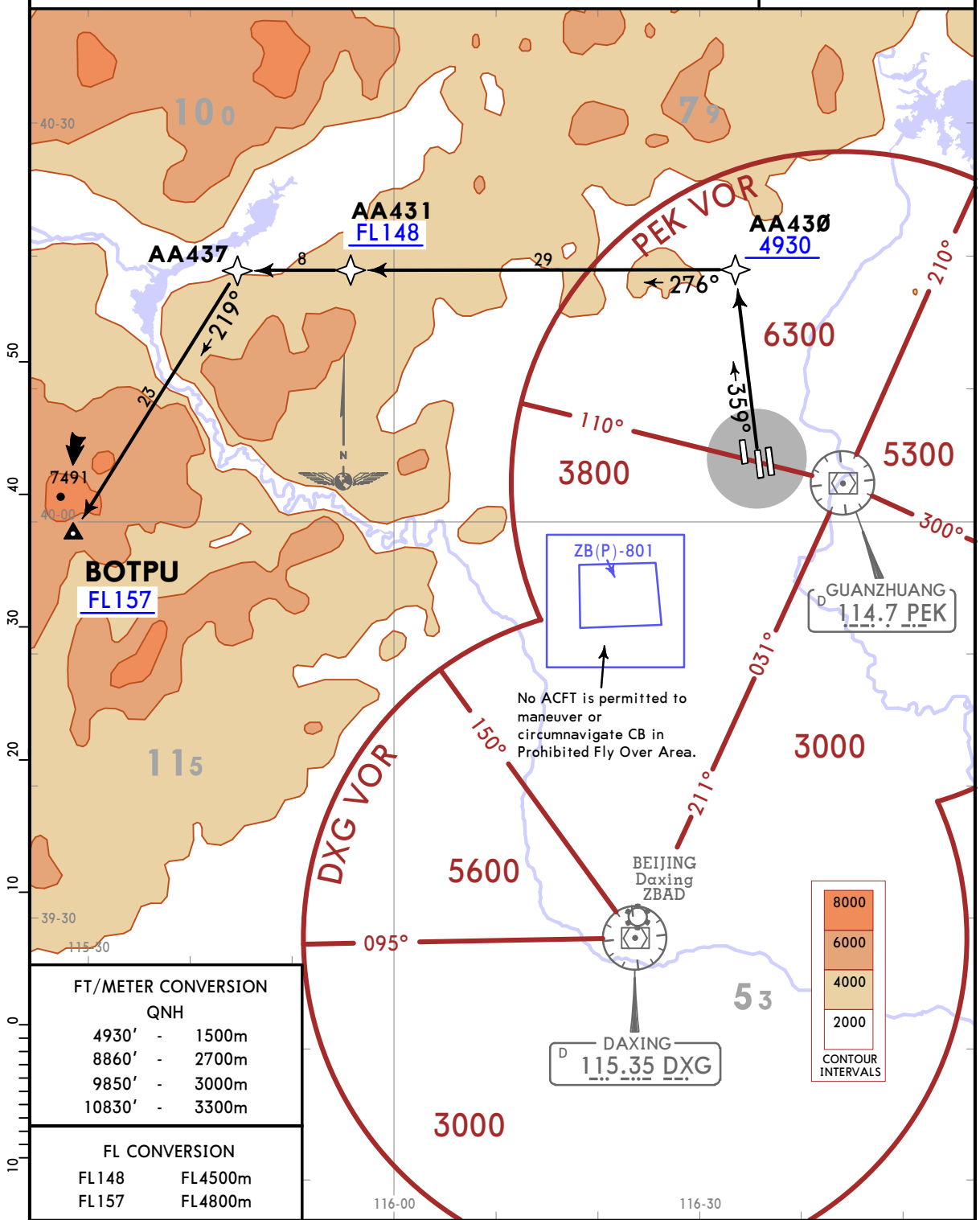
RNAV 1 GNSS

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

3200

MSA 112.1 TAJ VOR

BOTPU 9ZD [BOT9ZD]
RNAV DEPARTURE
(RWY 36R)



FT/METER CONVERSION
QNH

4930′	-	1500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL148	FL4500m
FL157	FL4800m

ROUTING

AA43Ø (4930+) - AA431 (FL148+) - AA437 - BOTPU (FL157+).

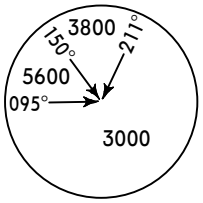
CHANGES: TAJ MSA.

Apt Elev
116

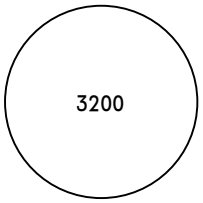
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS

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



MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

DOTRA 8YD [DOT8YD], DOTRA 8ZD [DOT8ZD] RNAV DEPARTURES (RWYS 18L, 19)

FT/METER CONVERSION
QNH

500′	-	150m
990′	-	300m
3940′	-	1200m
6890′	-	2100m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL128	FL3900m
FL138	FL4200m

DOTRA
FL138

AA514
FL138
FL128

AA513
6890

AA512
3940

AA511
MAX 205 KT
990

PEK VOR

GUANZHUANG
114.7 PEK

5036

6000
4000
2000
CONTOUR INTERVALS

6300
5300
3800
3000

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

ZB(P)-801

500

Climb gradient 3.5%

DOTRA 8YD

DOTRA 8ZD

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

SID	RWY	ROUTING
DOTRA 8YD	18L	(500+) - AA511 (K205-; 990+) - AA512 (3940+) - AA513 (6890+) - AA514 (FL128+; FL138-) - DOTRA (FL138+).
DOTRA 8ZD	19	

CHANGES: TAJ MSA.

ZBAA/PEK CAPITAL

JEPPESEN

14 APR 23 (10-3C)

BEIJING, PR OF CHINA

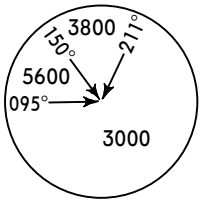
RNAV SID

Apt Elev 116

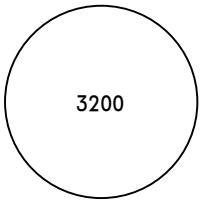
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS

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



MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

DOTRA 9YD [DOT9YD], DOTRA 9ZD [DOT9ZD] RNAV DEPARTURES (RWYS 01, 36R)

FT/METER CONVERSION

QNH

760′	-	230m
2960′	-	900m
3940′	-	1200m
6890′	-	2100m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL118	FL3600m
FL138	FL4200m

DOTRA
FL138

AA414
FL118

AA412
FL138
9850

AA410
3940

AA411
6890

AA172
2960

AA171
760

3940

5036

PEK VOR

16

340°

7

9

210°

357°

9

DOTRA 9YD

088°

12

11

090°

DOTRA 9ZD

072°

8

359°

110°

6300

5300

3800

3000

6000
4000
2000
CONTOUR INTERVALS

Climb gradient 3.5%

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

ZB(P)-801

GUANZHUANG
114.7 PEK

031°

300°

40-30

40-00

117-00

116-30

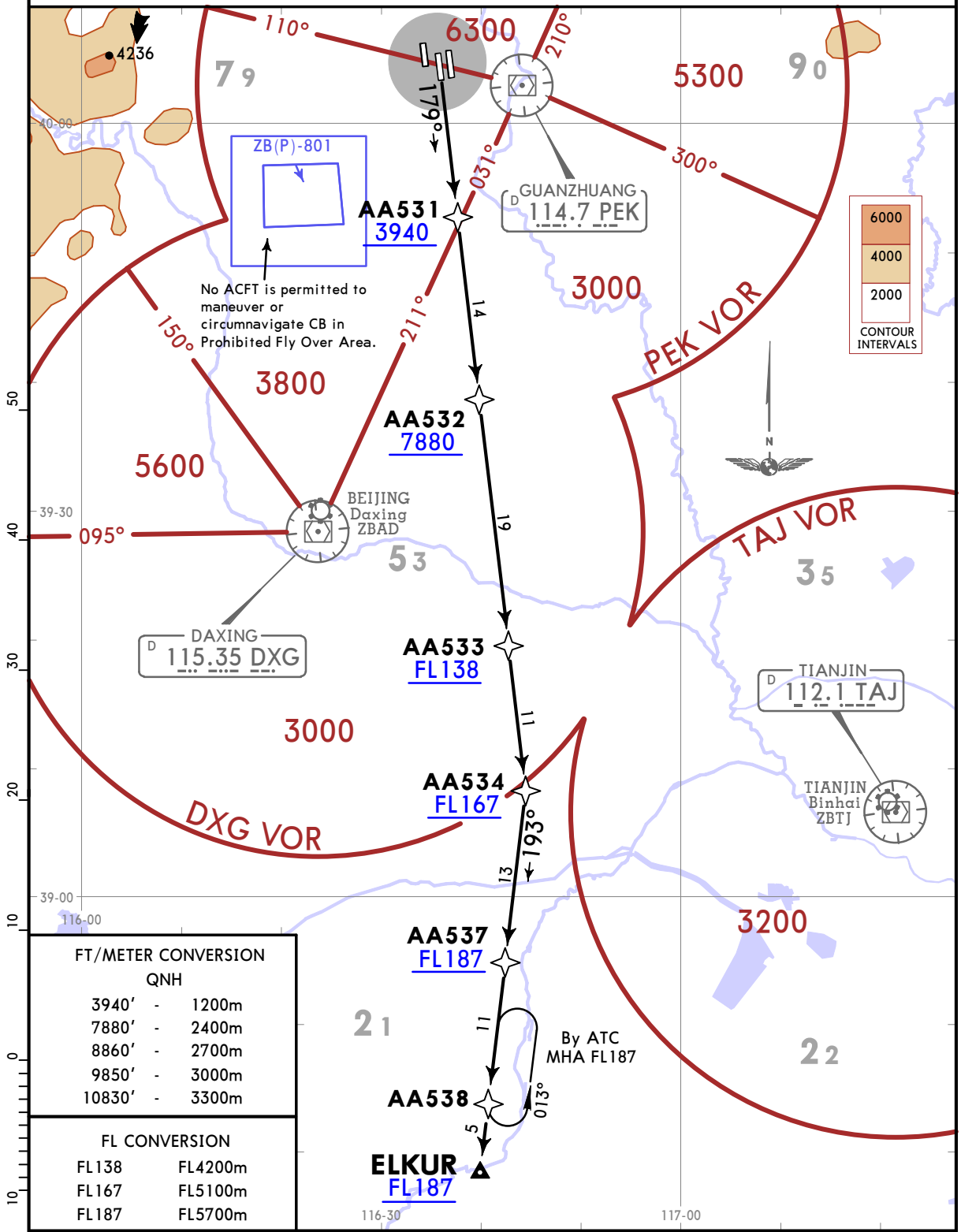
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

SID	RWY	ROUTING
DOTRA 9YD	36R	(3940+) - AA410 (3940+) - AA411 (6890+) - AA412 (9850+; FL138-) - AA414 (FL118+) - DOTRA (FL138+).
DOTRA 9ZD	01	(760+) - AA171 - AA172 (2960+) - AA411 (6890+) - AA412 (9850+; FL138-) - AA414 (FL118+) - DOTRA (FL138+).

CHANGES: TAJ MSA.

Apt Elev	RNAV 1 GNSS	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
116	1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.	

ELKUR 8ZD [ELK8ZD]
RNAV DEPARTURE (RWY 18L)



FT/METER CONVERSION QNH		
3940′	-	1200m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION	
FL138	FL4200m
FL167	FL5100m
FL187	FL5700m

ROUTING

AA531 (3940+) - AA532 (7880+) - AA533 (FL138+) - AA534 (FL167+) - AA537 (FL187+) - AA538 - ELKUR (FL187+).

CHANGES: TAJ MSA.

Apt Elev
116

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

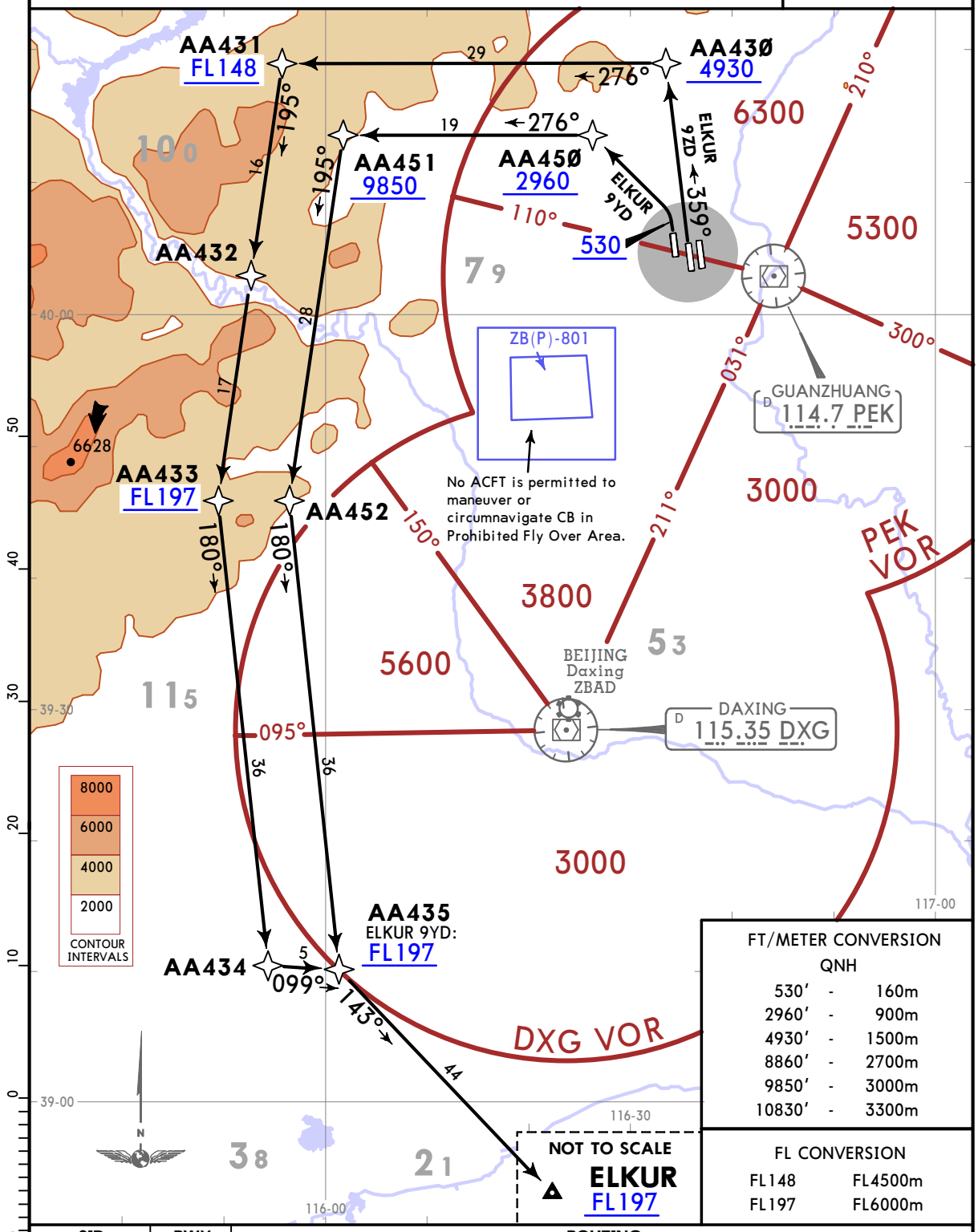
RNAV1 GNSS

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

3200

MSA
112.1 TAJ VOR

ELKUR 9YD [ELK9YD], ELKUR 9ZD [ELK9ZD] RNAV DEPARTURES (RWYS 36L/R)



FT/METER CONVERSION QNH		
530′	-	160m
2960′	-	900m
4930′	-	1500m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION	
FL148	FL4500m
FL197	FL6000m

SID	RWY	ROUTING
ELKUR 9YD	36L	(530+) - AA450 (2960+) - AA451 (9850+) - AA452 - AA435 (FL197+) - ELKUR (FL197+).
ELKUR 9ZD	36R	AA430 (4930+) - AA431 (FL148+) - AA432 - AA433 (FL197+) - AA434 - AA435 - ELKUR (FL197+).

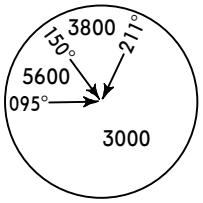
CHANGES: TAJ MSA.

Apt Elev
116

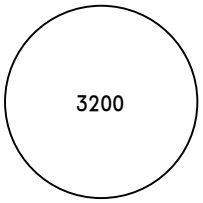
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS

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



MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

IDKEX 8YD [IDK8YD], IDKEX 8ZD [IDK8ZD] RNAV DEPARTURES (RWYS 18L, 19)

FT/METER CONVERSION
QNH

500′	-	150m
990′	-	300m
3940′	-	1200m
6890′	-	2100m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL128	FL3900m
FL138	FL4200m
FL148	FL4500m

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

SID	RWY	ROUTING
IDKEX 8YD	18L	(500+) - AA511 (K205-; 990+) - AA512 (3940+) - AA513 (6890+) - AA514 (FL128+; FL138-) - IDKEX (FL138+).
IDKEX 8ZD	19	

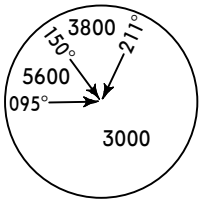
CHANGES: TAJ MSA.

Apt Elev
116

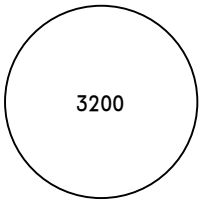
Trans alt: 9850
10830 1031 hPa or above
8860 979 hPa or below

RNAV 1 GNSS

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



MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

IDKEX 9YD [IDK9YD], IDKEX 9ZD [IDK9ZD] RNAV DEPARTURES (RWYS 01, 36R)

FT/METER CONVERSION

QNH

760′	-	230m
2960′	-	900m
3940′	-	1200m
6890′	-	2100m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

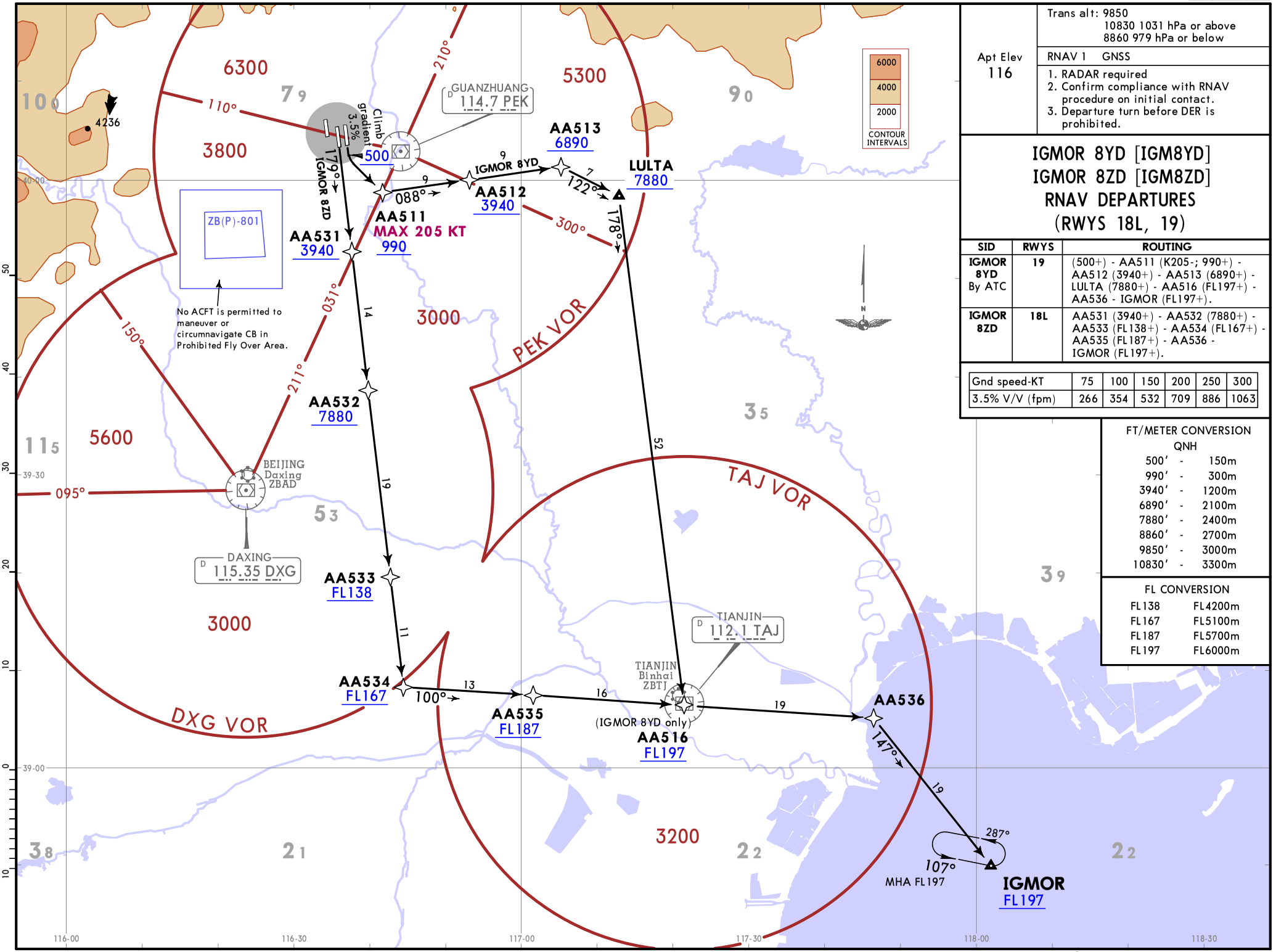
FL CONVERSION

FL118	FL3600m
FL138	FL4200m
FL148	FL4500m

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

SID	RWY	ROUTING
IDKEX 9YD	36R	(3940+) - AA41Ø (3940+) - AA411 (6890+) - AA412 (9850+; FL138-) - AA413 (FL118+) - IDKEX (FL138+).
IDKEX 9ZD	01	(760+) - AA171 - AA172 (2960+) - AA411 (6890+) - AA412 (9850+; FL138-) - AA413 (FL118+) - IDKEX (FL138+).

CHANGES: TAJ MSA.



Apt Elev	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
116	RNAV 1 GNSS
	1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.

IGMOR 8YD [IGM8YD]
IGMOR 8ZD [IGM8ZD]
RNAV DEPARTURES
(RWYS 18L, 19)

SID	RWYS	ROUTING
IGMOR 8YD By ATC	19	(500+) - AA511 (K205-; 990+) - AA512 (3940+) - AA513 (6890+) - LULTA (7880+) - AA516 (FL197+) - AA536 - IGMOR (FL197+).
IGMOR 8ZD	18L	AA531 (3940+) - AA532 (7880+) - AA533 (FL138+) - AA534 (FL167+) - AA535 (FL187+) - AA536 - IGMOR (FL197+).

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

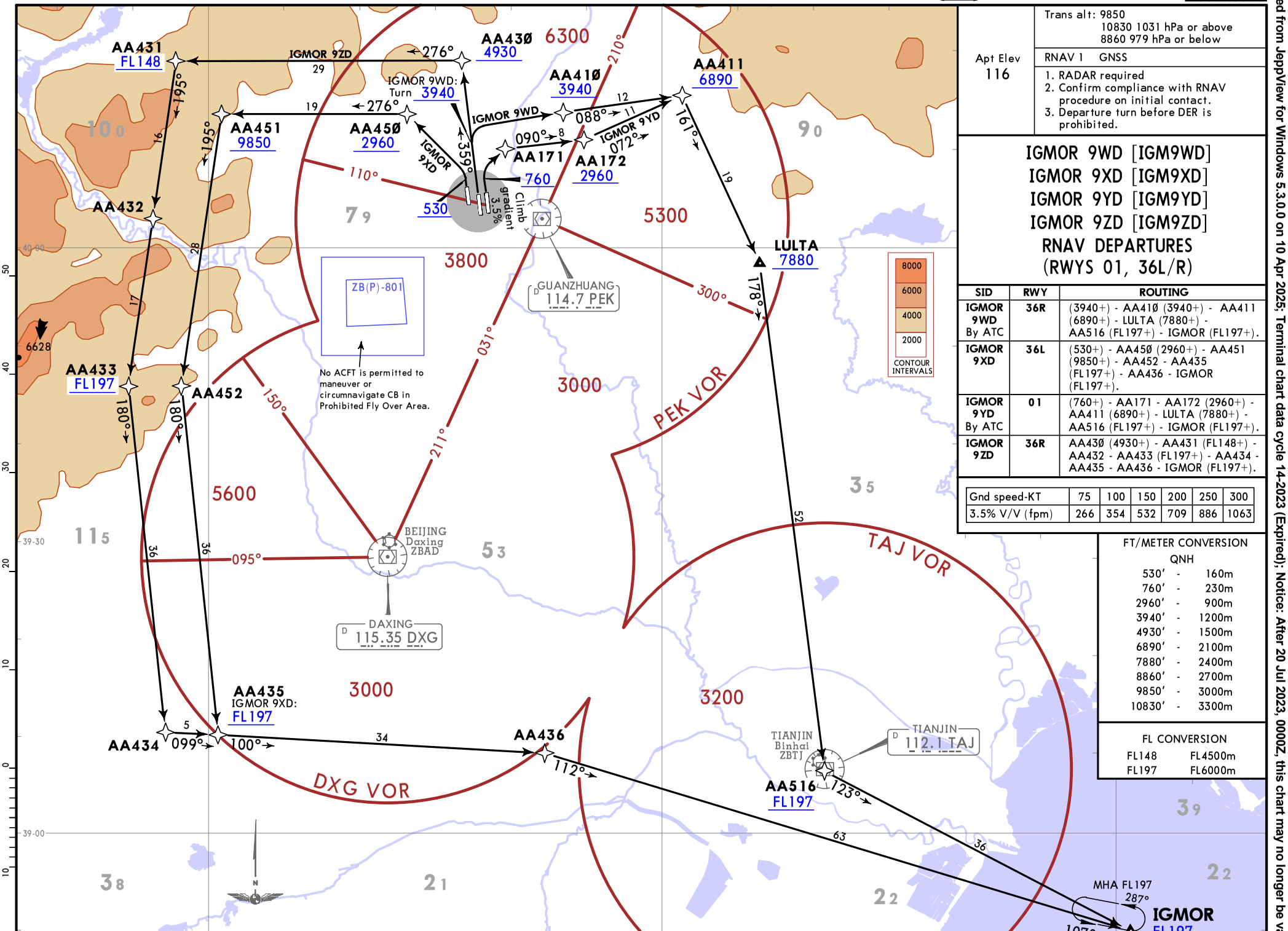
FT/METER CONVERSION
QNH

500′	-	150m
990′	-	300m
3940′	-	1200m
6890′	-	2100m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL138	FL4200m
FL167	FL5100m
FL187	FL5700m
FL197	FL6000m

CHANGES: TAJ MSA.



Apt Elev
116

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

RNAV 1 GNSS

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

IGMOR 9WD [IGM9WD]
IGMOR 9XD [IGM9XD]
IGMOR 9YD [IGM9YD]
IGMOR 9ZD [IGM9ZD]
RNAV DEPARTURES
(RWYS 01, 36L/R)

SID	RWY	ROUTING
IGMOR 9WD By ATC	36R	(3940+) - AA410 (3940+) - AA411 (6890+) - LULTA (7880+) - AA516 (FL197+) - IGMOR (FL197+).
IGMOR 9XD	36L	(530+) - AA450 (2960+) - AA451 (9850+) - AA452 - AA435 (FL197+) - AA436 - IGMOR (FL197+).
IGMOR 9YD By ATC	01	(760+) - AA171 - AA172 (2960+) - AA411 (6890+) - LULTA (7880+) - AA516 (FL197+) - IGMOR (FL197+).
IGMOR 9ZD	36R	AA430 (4930+) - AA431 (FL148+) - AA432 - AA433 (FL197+) - AA434 - AA435 - AA436 - IGMOR (FL197+).

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

FT/METER CONVERSION

QNH		
530′	-	160m
760′	-	230m
2960′	-	900m
3940′	-	1200m
4930′	-	1500m
6890′	-	2100m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

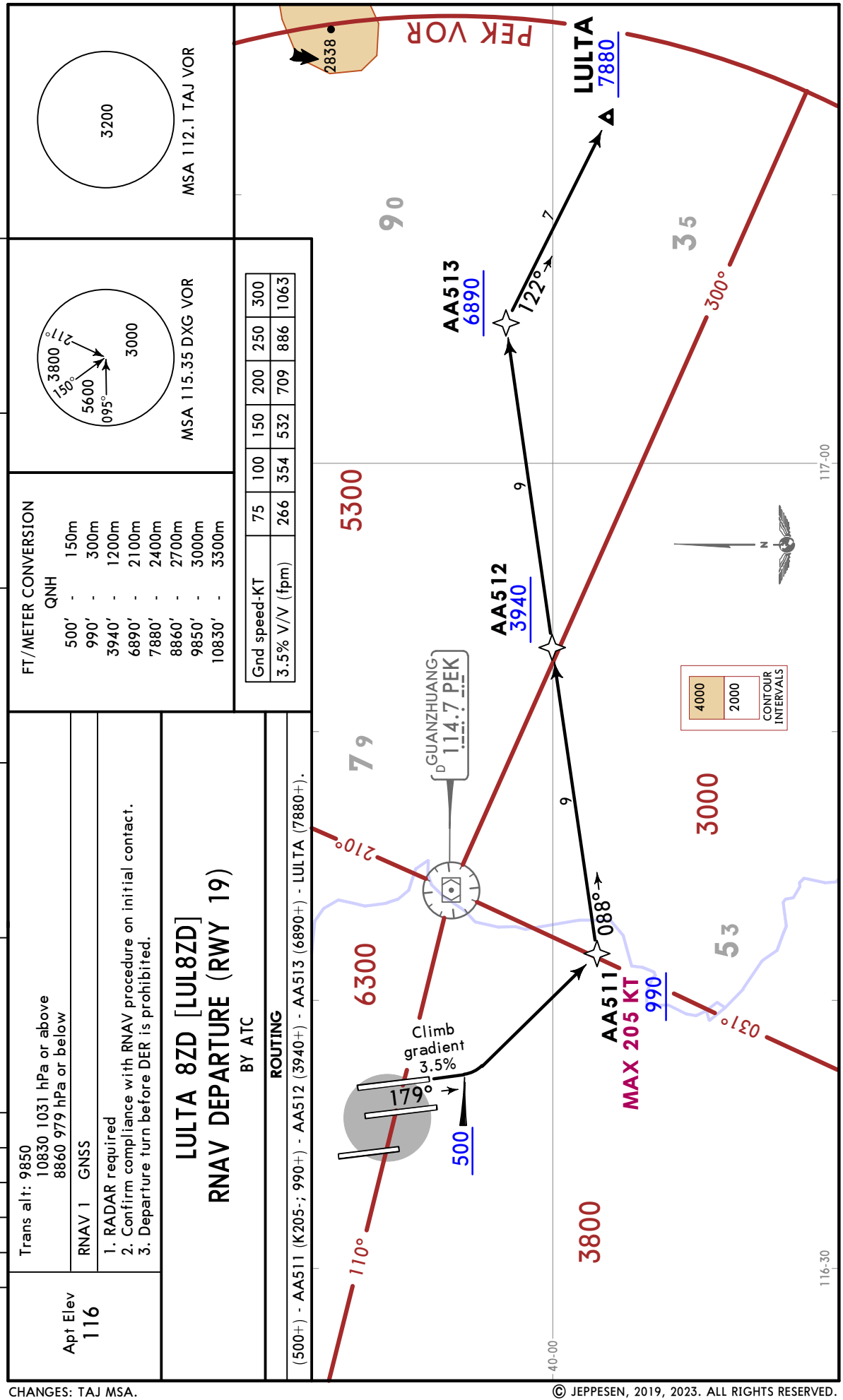
FL148	FL4500m
FL197	FL6000m

CHANGES: TAJ MSA.

ZBAA/PEK
CAPITAL

JEPPESEN
14 APR 23 (10-3K)

BEIJING, PR OF CHINA
RNAV SID



MSA 112.1 TAJ VOR
3200

MSA 115.35 DXG VOR
3000
3800
5600
211°
150°
095°

FT/METER CONVERSION
QNH

500′	-	150m
990′	-	300m
3940′	-	1200m
6890′	-	2100m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

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

Apt Elev
116

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

RNAV 1 GNSS

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

LULTA 8ZD [LUL8ZD]
RNAV DEPARTURE (RWY 19)
BY ATC

ROUTING

(500+) - AA511 (K205-; 990+) - AA512 (3940+) - AA513 (6890+) - LULTA (7880+).

CHANGES: TAJ MSA.

CHANGES: TAJ MSA.

Apt Elev	
116	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
	RNAV 1 GNSS
	1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.

LULTA 9YD [LUL9YD], LULTA 9ZD [LUL9ZD] RNAV DEPARTURES (RWYS 01, 36R)

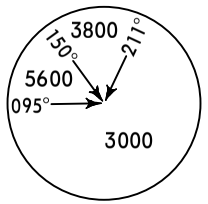
BY ATC

SID	RWYS	ROUTING
LULTA 9YD	36R	(3940+) - AA41Ø (3940+) - AA411 (6890+) - LULTA (7880+).
LULTA 9ZD	01	(760+) - AA171 - AA172 (2960+) - AA411 (6890+) - LULTA (7880+).

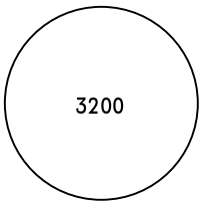
FT/METER CONVERSION

QNH

760′	-	230m
2960′	-	900m
3940′	-	1200m
6890′	-	2100m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

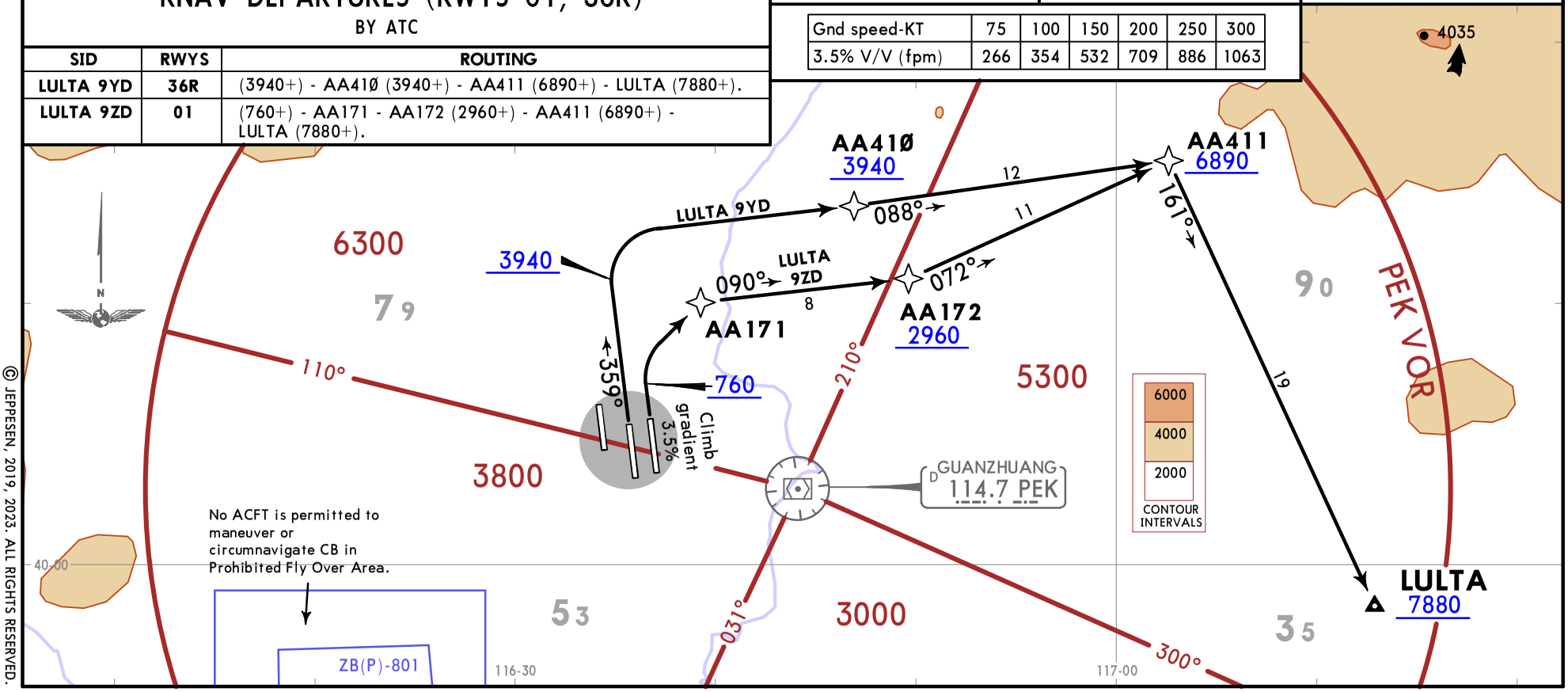


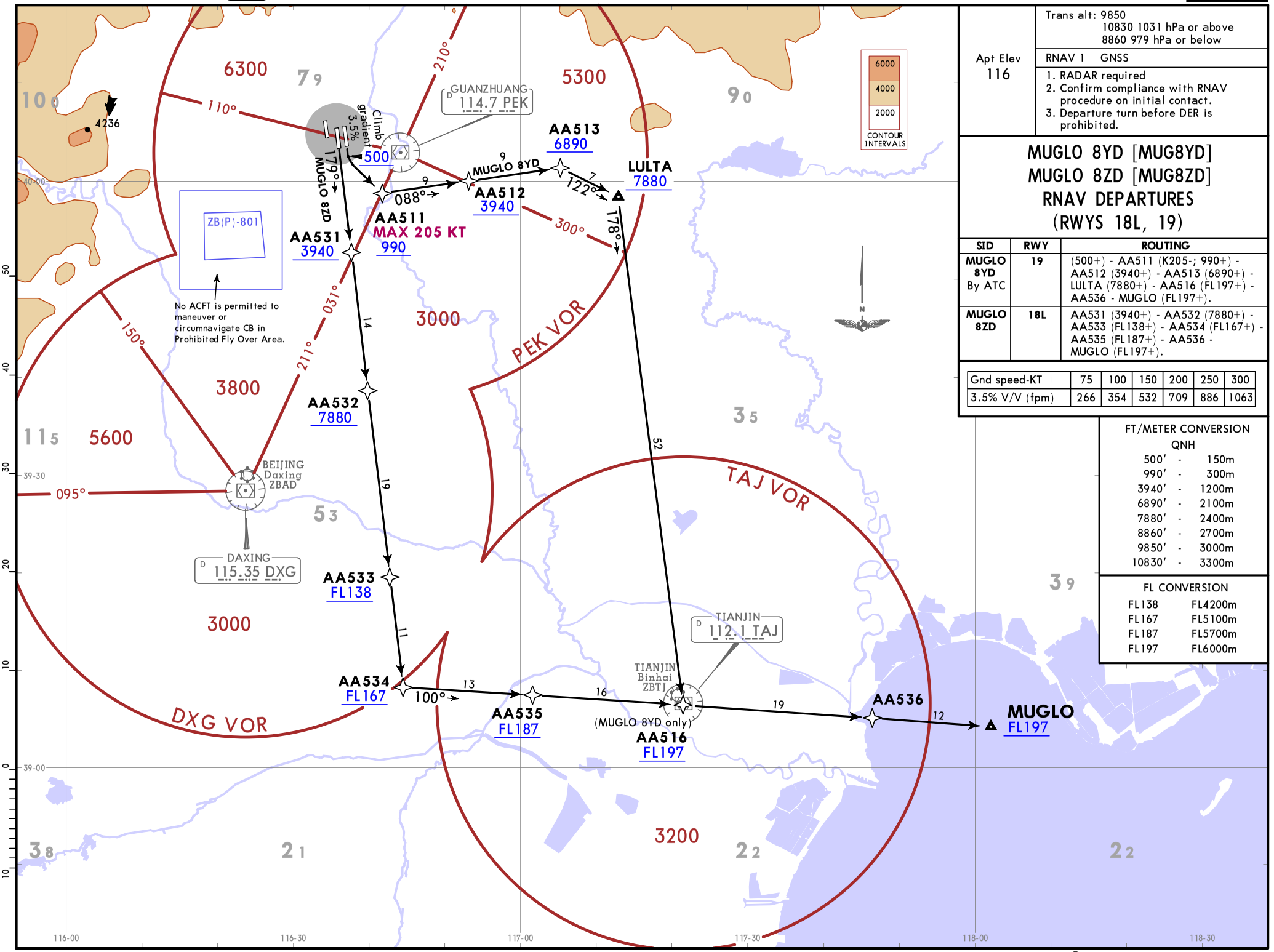
MSA 115.35 DXG VOR



MSA 112.1 TAJ VOR

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





Apt Elev	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below
116	RNAV 1 GNSS
	1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.

MUGLO 8YD [MUG8YD]
MUGLO 8ZD [MUG8ZD]
RNAV DEPARTURES
(RWYS 18L, 19)

SID	RWY	ROUTING
MUGLO 8YD By ATC	19	(500+) - AA511 (K205-; 990+) - AA512 (3940+) - AA513 (6890+) - LULTA (7880+) - AA516 (FL197+) - AA536 - MUGLO (FL197+).
MUGLO 8ZD	18L	AA531 (3940+) - AA532 (7880+) - AA533 (FL138+) - AA534 (FL167+) - AA535 (FL187+) - AA536 - MUGLO (FL197+).

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

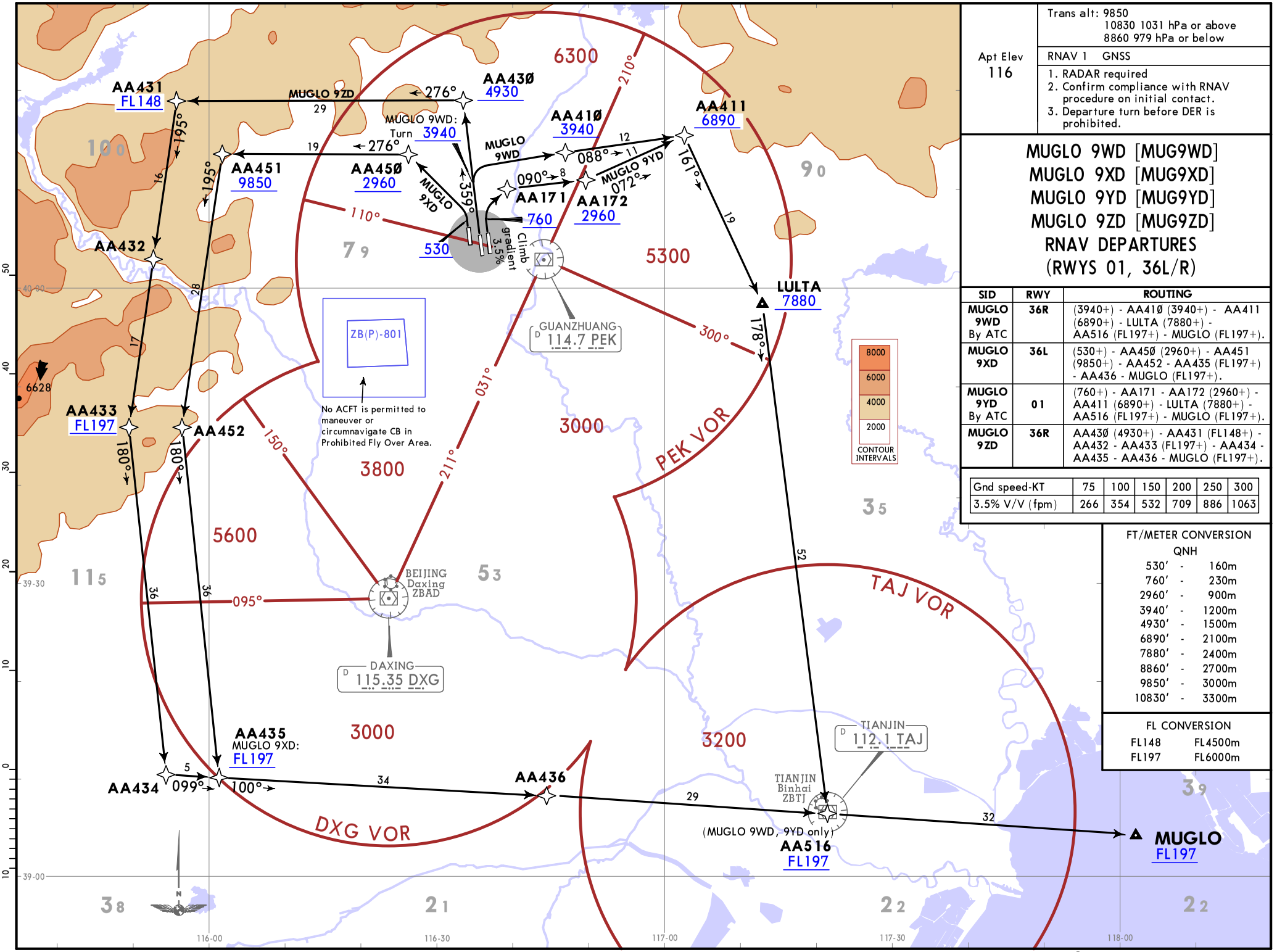
FT/METER CONVERSION
QNH

500′	-	150m
990′	-	300m
3940′	-	1200m
6890′	-	2100m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL138	FL4200m
FL167	FL5100m
FL187	FL5700m
FL197	FL6000m

CHANGES: TAJ MSA.



Apt Elev
116

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

RNAV 1 GNSS

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

MUGLO 9WD [MUG9WD]
MUGLO 9XD [MUG9XD]
MUGLO 9YD [MUG9YD]
MUGLO 9ZD [MUG9ZD]
RNAV DEPARTURES
(RWYS 01, 36L/R)

SID	RWY	ROUTING
MUGLO 9WD By ATC	36R	(3940+) - AA410 (3940+) - AA411 (6890+) - LULTA (7880+) - AA516 (FL197+) - MUGLO (FL197+).
MUGLO 9XD	36L	(530+) - AA450 (2960+) - AA451 (9850+) - AA452 - AA435 (FL197+) - AA436 - MUGLO (FL197+).
MUGLO 9YD By ATC	01	(760+) - AA171 - AA172 (2960+) - AA411 (6890+) - LULTA (7880+) - AA516 (FL197+) - MUGLO (FL197+).
MUGLO 9ZD	36R	AA430 (4930+) - AA431 (FL148+) - AA432 - AA433 (FL197+) - AA434 - AA435 - AA436 - MUGLO (FL197+).

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

FT/METER CONVERSION
QNH

530′	-	160m
760′	-	230m
2960′	-	900m
3940′	-	1200m
4930′	-	1500m
6890′	-	2100m
7880′	-	2400m
8860′	-	2700m
9850′	-	3000m
10830′	-	3300m

FL CONVERSION

FL148	FL4500m
FL197	FL6000m

CHANGES: TAJ MSA.

ZBAA/PEK
CAPITAL

JEPPESEN
14 APR 23 (10-3P)

BEIJING, PR OF CHINA
RNAV SID

RUSDO 8YD [RUS8YD], RUSDO 8ZD [RUS8ZD]
RNAV DEPARTURES
(RWYS 18L/R)

Apt Elev 116

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

RNAV1 GNSS

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

SID	RWY	ROUTING
RUSDO 8YD	18L	AA531 (3940+) - AA532 (7880+) - AA553 (FL138+; FL157-) - AA554 (FL148+) - RUSDO (FL187+).
RUSDO 8ZD	18R	(500+) - AA571 (2960+) - AA572 (4930+) - AA573 (7880+) - AA574 (9850+; FL128-) - AA575 (FL138+) - RUSDO (FL187+).

FT/METER CONVERSION

QNH	
500′ -	150m
2960′ -	900m
3940′ -	1200m
4930′ -	1500m
7880′ -	2400m
8860′ -	2700m
9850′ -	3000m
10830′ -	3300m

FL CONVERSION

FL128	FL3900m
FL138	FL4200m
FL148	FL4500m
FL157	FL4800m
FL187	FL5700m

GUANZHUANG D 114.7 PEK

PEK VOR

DXG VOR

DAXING D 115.35 DXG

BEIJING Daxing ZBAD

RUSDO 8YD

RUSDO 8ZD

179°

195°

AA531 3940

AA532 7880

AA571 2960

AA572 4930

AA573 7880

AA574 FL128 9850

AA553 FL157 FL138

AA575 FL138

AA554 FL148

RUSDO FL187

ZB(P)-801

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

MAX 250 KT
MHA FL148

6628

CONTOUR INTERVALS
8000
6000
4000
2000

3200

MSA 112.1 TAJ VOR

CHANGES: TAJ MSA.

ZBAA/PEK
CAPITAL

JEPPESEN
14 APR 23 (10-3Q)

BEIJING, PR OF CHINA
RNAV SID

RUSDO 9YD [RUS9YD], RUSDO 9ZD [RUS9ZD]
RNAV DEPARTURES
(RWYS 36L/R)

Apt Elev 116

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

RNAV1 GNSS

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

MSA 112.1 TAJ VOR
3200

MSA 115.35 DXG VOR
3000
3800
5600
211°
150°
095°

FT/METER CONVERSION
QNH
530′ - 160m
2960′ - 900m
3940′ - 1200m
8860′ - 2700m
9850′ - 3000m
10830′ - 3300m

FL CONVERSION
FL138 FL4200m
FL177 FL5400m
FL187 FL5700m

SID	RWY	ROUTING
RUSDO 9YD	36R	(3940+) - AA450 - AA451 (9850+) - AA453 (FL138-) - AA454 (FL138+) - AA455 - RUSDO (FL187+).
RUSDO 9ZD	36L	(530+) - AA450 (2960+) - AA451 (9850+) - AA453 (FL138-) - AA454 (FL138+) - AA455 - RUSDO (FL187+).

GUANZHUANG D 114.7 PEK

PEK VOR

RUSDO 9YD
RUSDO 9ZD

AA450
RUSDO 9ZD: 2960

AA451
9850

AA453
FL138

AA454
FL138

AA455

RUSDO
FL187

3940
530
359°
276°
210°
300°
031°
110°
By ATC
MHA FL177
6628
041°

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

CONTOUR INTERVALS
8000
6000
4000
2000

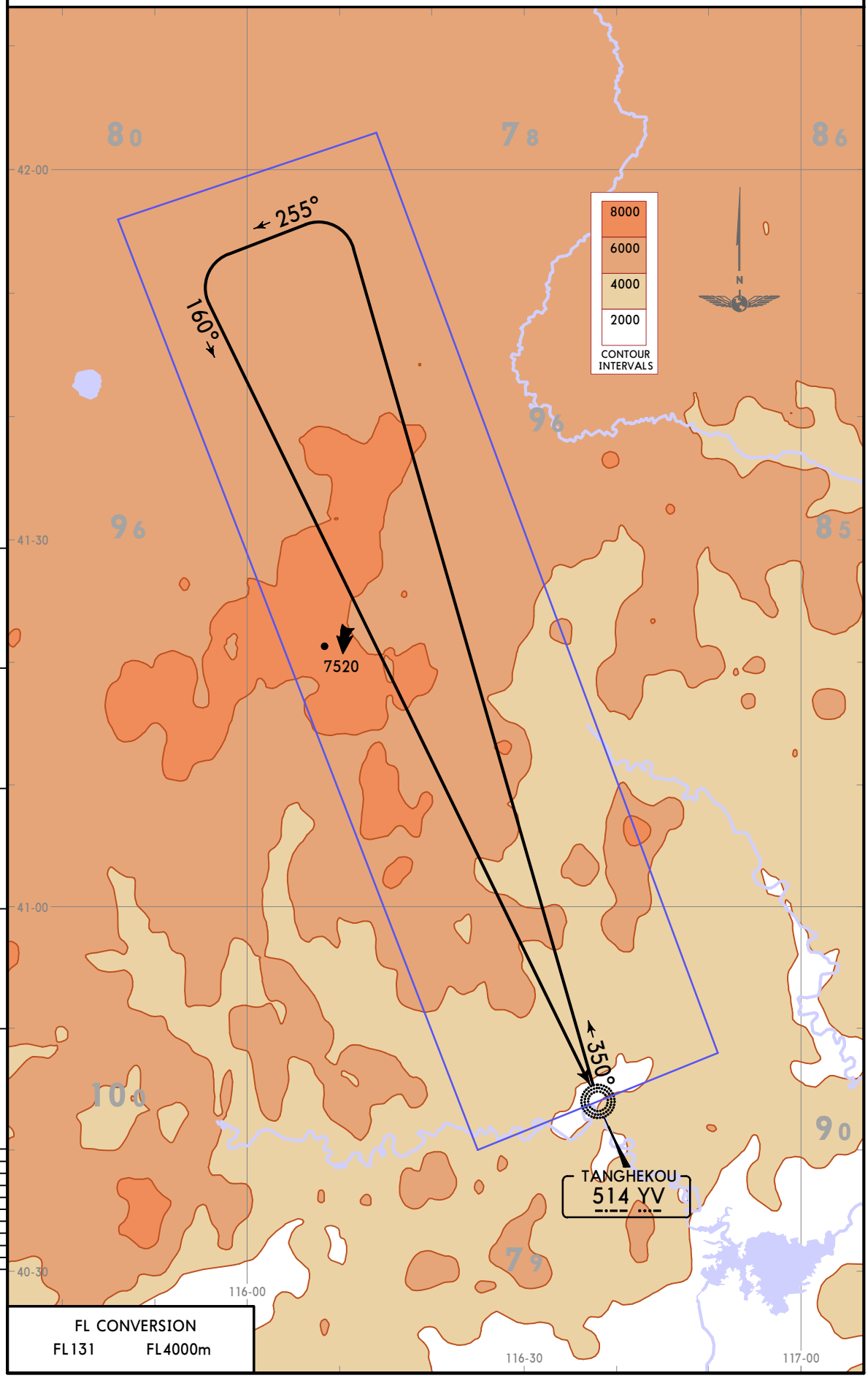
CHANGES: TAJ MSA.

ZBAA/PEK
CAPITAL

JEPPESEN
17 AUG 18 10-3Z

BEIJING, PR OF CHINA
FUEL DUMPING AREA

ALTITUDE: MAIN FUEL DUMPING AREA ABOVE FL131



CHANGES: Reissue.

D-ATIS	ACARS: D-ATIS DCL	DELIVERY 01 West of Rwy 18L/36R	BEIJING Delivery	*DELIVERY 02 East of Rwy 18L/36R	BEIJING Ground					Apron				Tower		
128.65 (Chinese 127.6)		121.6		121.65	*GND 01	GND 02	*GND 03	*GND 04	*GND 05	APN 01	APN 02	APN 03	APN 04	*TWR 01 Rwys18R,36L	TWR 02 Rwys18L,36R	*TWR 03 Rwys 01,19
					121.9	121.8	121.7	121.75	121.85	122.225	122.625	122.675	122.125	124.3	118.5	118.6

ZBAA/PEK
Apt Elev 116′
N40 04.4 E116 35.9

CHANGES: Apron, H58 withdrawn, communication boundary APN03.

FOR DETAILS SEE PARKING STANDS NORTH

FOR DETAILS SEE PARKING STANDS WEST

FOR DETAILS SEE PARKING STANDS EAST

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

LEGEND
- APN control area
- GP critical area, do not enter without ATC clearance.
- HS4 HOT SPOTS: See 10-9A for description.

APN03 122.675
APN02 122.625
APN04 122.125
APN01 122.225

DO NOT MISTAKE LIGHTED ROAD FOR RUNWAY

TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (btn T5 and T6), J3 (btn T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), M7 (East of 212), Q0 thru Q9, S6, S7, T1 thru T6, U2 thru U4, W2, W3, W6, W7, W9, Y1, Y2, Y3 (btn H and J1), Y4, Y5, Y6 (btn J and J4), Y7 (South of S7), Y8 (West of 932), Y9 (East of 938), Z3 (btn F2 and M4), Z3 (North of M1)	MAX 262′/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (btn F0 and HP14), Z3 (South of F2), Z9 (btn 714 and F7)	MAX 226′/69m
A8, A9, C, C1 thru C7, D1, D2, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D9, J2 (South of T5), J3 (South of T5), J5 (North of 951), J6 (North of 955), M, M2, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P9, S3 thru S5, U5 thru U9, W1, W4, W5, W8, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btn HP15 and F0, North of HP14), Z2, Z3 (btn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213′/65m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z1	MAX 157′/48m
Y7 (North of S7), Z0 (South of HP15), Z8, Z12 (East of Z0), Z15, Z23 (West of 620)	MAX 118′/36m
Z23 (East of W620)	MAX 105′/32m
Z12 (West of Z0), Z20 thru Z22	MAX 102′/31m
Z24	MAX 95′/29m
Z16	MAX 79′/24m

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

JEPPESEN BEIJING, PR OF CHINA CAPITAL
30 JUN 23 (10-9) Eff 12 Jul 1600Z

HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Acft taxiing from TWY Z2 to F shall avoid entering W5 by mistake.

HS2 Acft taxiing from TWY S4 to F shall avoid entering W9 by mistake.

HS3 Arriving acft must not exit via TWY A8 and A9.

HS4 Arriving acft must not exit via TWY A0 and A1.

HS5 Acft taxiing from TWY Z4 and M to D3 shall avoid turning early and entering stands 816, 817 by mistake.

HS6 When exiting Rwy 18L via W3, leave area as quickly as possible to avoid conflict with acft taxiing from TWY A1 to the West.

HS7 Acft with wingspan of more than 118'/36m shall avoid entering the area of HS7. Taxi route Z9-M7-Z8 is only for acft with wingspan less than 118'/36m, except acft parking on stand 212.

HS9 Acft taxiing northward via TWY Z0 shall avoid the acft taxiing southward on TWY Z9 and the aircraft taxiing on TWY Z0 that connect with TWY Z3.

HS10 Acft taxiing southward via TWY F shall avoid entering TWY W5 by mistake. When acft truning from TWY M5 to TWY F and taxiing southward shall avoid entering TWY W5 by mistake.

HS11 Acft taxiing simultaneously on TWY F and TWY W6 shall be forbidden. Acft taxiing on TWY F shall keep away from this area to avoid the acft vacating from TWY W6. Acft taxiing northward on own power or by tow car shall avoid staying at this area.

HS12 TWY Z18 only AVBL for acft be pushed back. While turning to TWY Z3 from TWY M4 or TWY M5, acft shall observe TWY Z3 before turning and avoid any conflicts.

HS13 Acft taxiing simultaneously on TWY Y1 south of TWY G1 and TWY Y2 south of TWY G1 shall be forbidden.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	USABLE LENGTHS — LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
01	❶HIRL ❷CL ❸HIALS-II SFL TDZ ❹PAPI ❺RVR		11,466′ 3495m	❼	197′ 60m
19	❶HIRL ❷CL ❸HIALS SFL PAPI-L(3.2°) ❻RVR		11,516′ 3510m		

❶ spacing 60m ❷ spacing 15m ❸ length 900m ❹ PAPI-L(3.0°) ❺ HSTIL. HST-Q5, Q6 & Q7
❻ HSTIL. HST-Q4, Q3 & Q2
❼ TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if full runway length is required.

RWY 01:
From rwy head 12,467′ (3800m)
twy Q1 int 12,221′ (3725m)

RWY 19:
From rwy head 12,467′ (3800m)
twy Q9 int 12,221′ (3725m)
twy Q8 int 11,565′ (3525m)

18L	❽HIRL ❾CL ❿HIALS SFL PAPI-L(3.0°) ⓫RVR		11,522′ 3512m	⓮	197′ 60m
36R	❽HIRL ❾CL ❿HIALS-II SFL TDZ ⓬PAPI ⓭RVR		11,483′ 3500m		

❽ spacing 60m ❾ spacing 15m ❿ length 900m ⓫ HSTIL. HST-E4, E3, W4 & W3 ⓬ PAPI-L(3.0°)
⓭ HSTIL. HST-E5, E6, W5 & W6
⓮ TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if full runway length is required.

RWY 18L:
From rwy head 12,467′ (3800m)
twy E7 int 12,221′ (3725m)
twy W8 int 12,073′ (3680m)
twy W7 int 11,220′ (3420m)

RWY 36R:
From rwy head 12,467′ (3800m)
twy E1 int 12,221′ (3725m)
twy W1 int 12,073′ (3680m)
twy E2 int 11,893′ (3625m)
twy W2 int 11,220′ (3420m)

18R	⓯HIRL ⓰CL ⓱HIALS SFL PAPI-L(3.0°) ⓲RVR		9515′ 2900m	㉑	164′ 50m
36L	⓯HIRL ⓰CL ⓱HIALS-II SFL TDZ ⓳PAPI ⓴RVR		9564′ 2915m		

⓯ spacing 60m ⓰ spacing 15m ⓱ length 900m ⓲ HSTIL. HST-P2, P3 & P4 ⓳ PAPI-L(3.0°)
⓴ HSTIL. HST-P5, P6 & P7
㉑ TAKE-OFF RUN AVAILABLE
Inform ATC upon receiving delivery clearance if full runway length is required.

RWY 18R:
From rwy head 10,499′ (3200m)
twy P8 int 9777′ (2980m)

RWY 36L:
From rwy head 10,499′ (3200m)
twy P1 int 9777′ (2980m)

State

TAKE-OFF (with reliable alternate)

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

CHANGES: HS8 withdrawn.

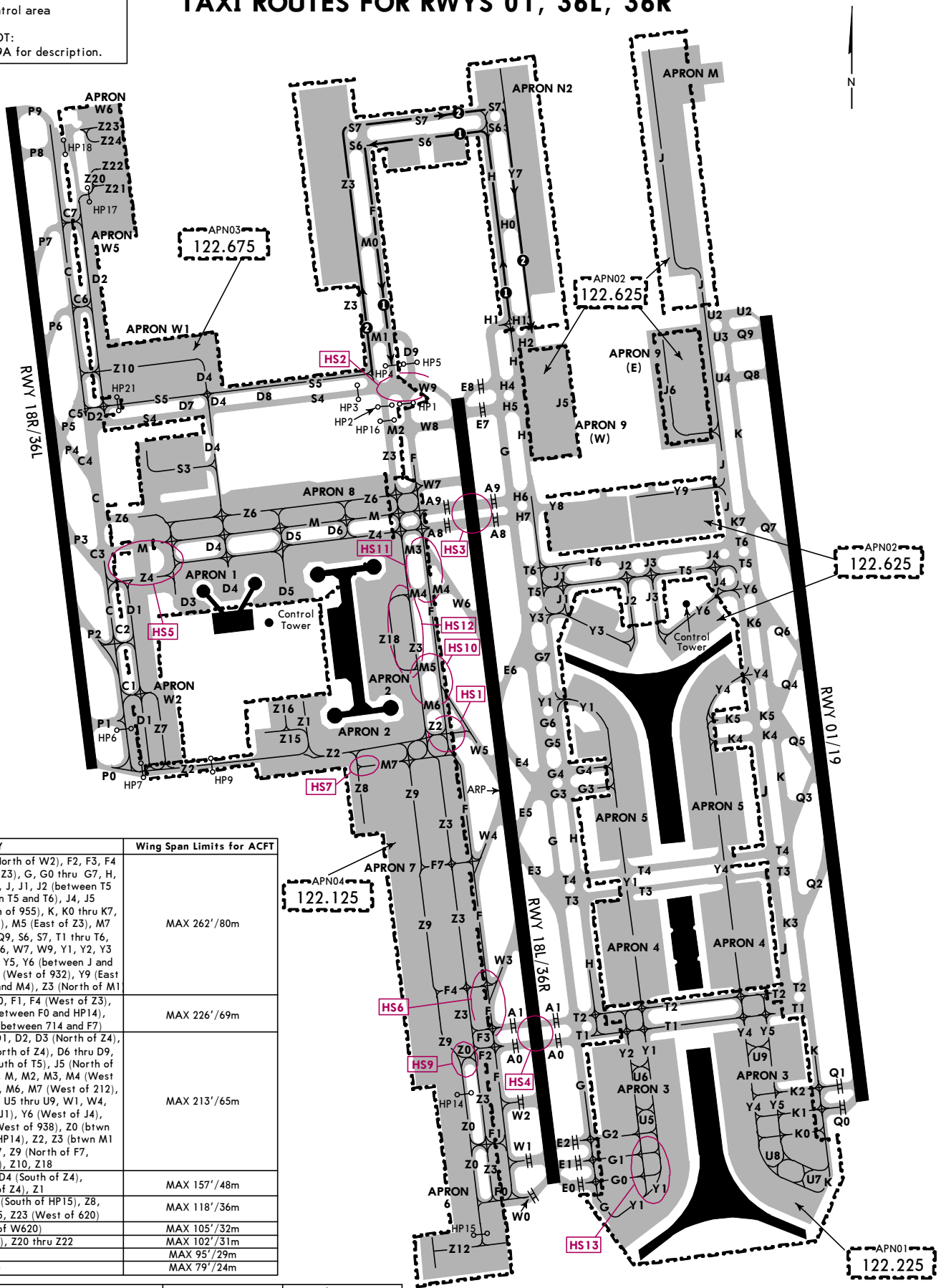
CHANGES: Apron, HS8 withdrawn, communication boundary APN03.

TAXI ROUTES FOR RWYS 01, 36L, 36R

LEGEND

APN control area

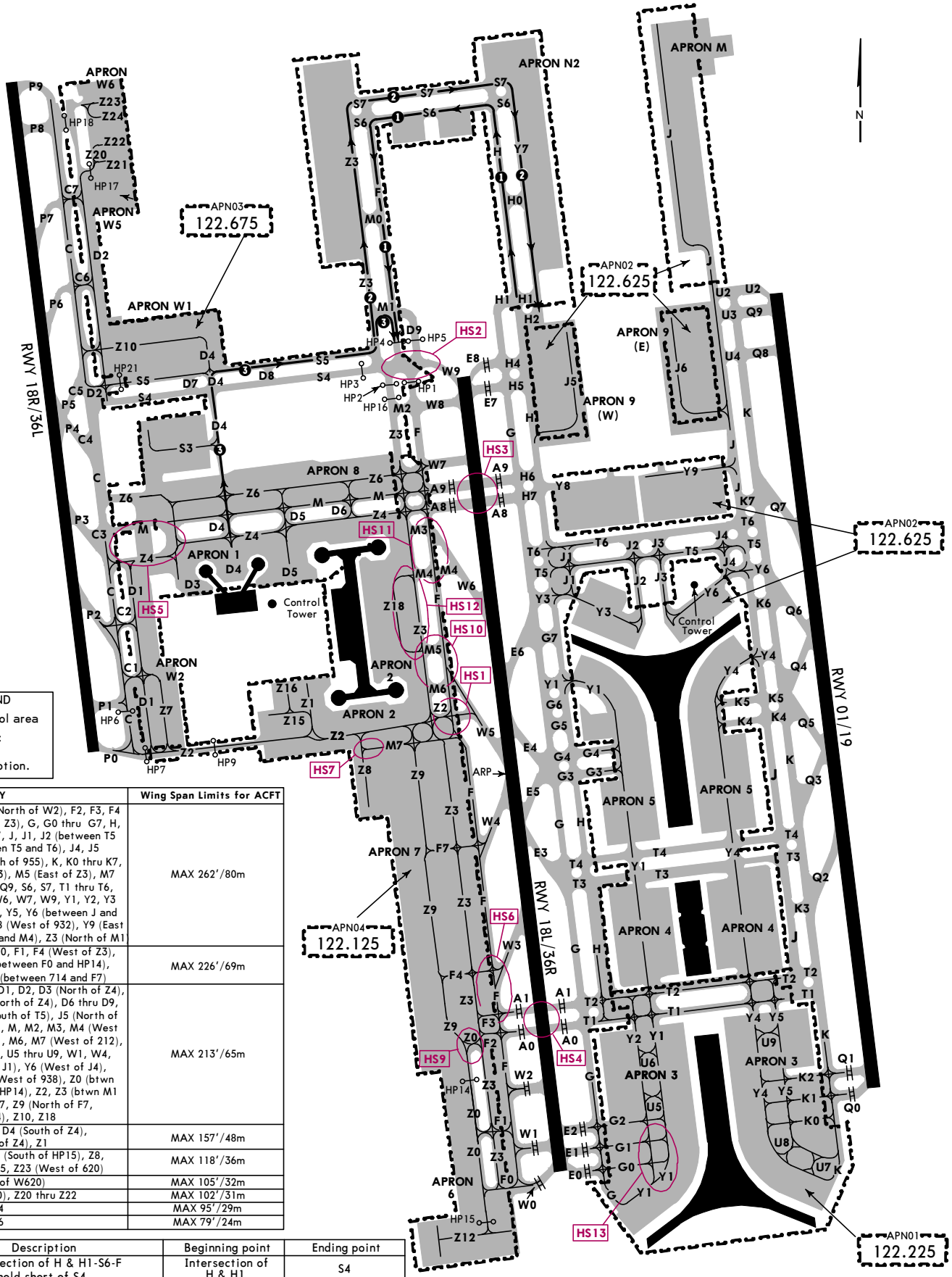
HS4 HOT SPOT: See 10-9A for description.



TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), M7 (East of 212), Q0 thru Q9, S6, S7, T1 thru T6, U2 thru U4, W2, W3, W6, W7, W9, Y1, Y2, Y3 (between H and J1), Y4, Y5, Y6 (between J and J4), Y7 (South of S7), Y8 (West of 932), Y9 (East of 938), Z3 (between F2 and M4), Z3 (North of M1	MAX 262'/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (between F0 and HP14), Z3 (South of F2), Z9 (between 714 and F7)	MAX 226'/69m
A8, A9, C, C1 thru C7, D1, D2, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D9, J2 (South of T5), J3 (South of T5), J5 (North of 951), J6 (North of 955), M, M2, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P9, S3 thru S5, U5 thru U9, W1, W4, W5, W8, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btwn HP15 and F0, North of HP14), Z2, Z3 (btwn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213'/65m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z1	MAX 157'/48m
Y7 (North of S7), Z0 (South of HP15), Z8, Z12 (East of Z0), Z15, Z23 (West of 620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z12 (West of Z0), Z20 thru Z22	MAX 102'/31m
Z24	MAX 95'/29m
Z16	MAX 79'/24m

Route ID	Description	Beginning point	Ending point
Route ❶	Intersection of H & H1-S6-F-hold short of S4	Intersection of H & H1	S4
Route ❷	Intersection of S5 & Z3-S7-Y7-hold short of H2	Intersection of S5 & Z3	H2

TAXI ROUTES FOR RWYS 18L, 18R, 19



LEGEND

APN control area

HOT SPOT: See 10-9A for description.

TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), M7 (East of 212), Q0 thru Q9, S6, S7, T1 thru T6, U2 thru U4, W2, W3, W6, W7, W9, Y1, Y2, Y3 (between H and J1), Y4, Y5, Y6 (between J and J4), Y7 (South of S7), Y8 (West of 932), Y9 (East of 938), Z3 (between F2 and M4), Z3 (North of M1	MAX 262'/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (between F0 and HP14), Z3 (South of F2), Z9 (between 714 and F7)	MAX 226'/69m
A8, A9, C, C1 thru C7, D1, D2, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D9, J2 (South of T5), J3 (South of T5), J5 (North of 951), J6 (North of 955), M, M2, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P9, S3 thru S5, U5 thru U9, W1, W4, W5, W8, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btwn HP15 and F0, North of HP14), Z2, Z3 (btwn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213'/65m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z1	MAX 157'/48m
Y7 (North of S7), Z0 (South of HP15), Z8, Z12 (East of Z0), Z15, Z23 (West of 620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z12 (West of Z0), Z20 thru Z22	MAX 102'/31m
Z24	MAX 95'/29m
Z16	MAX 79'/24m

Route ID	Description	Beginning point	Ending point
Route ❶	Intersection of H & H1-S6-F hold short of S4	Intersection of H & H1	S4
Route ❷	Intersection of S5 & Z3-S7-Y7- hold short of H2	Intersection of S5 & Z3	H2
Route ❸	D4-S5-Z3-M1-F hold short of S4	D4	S4

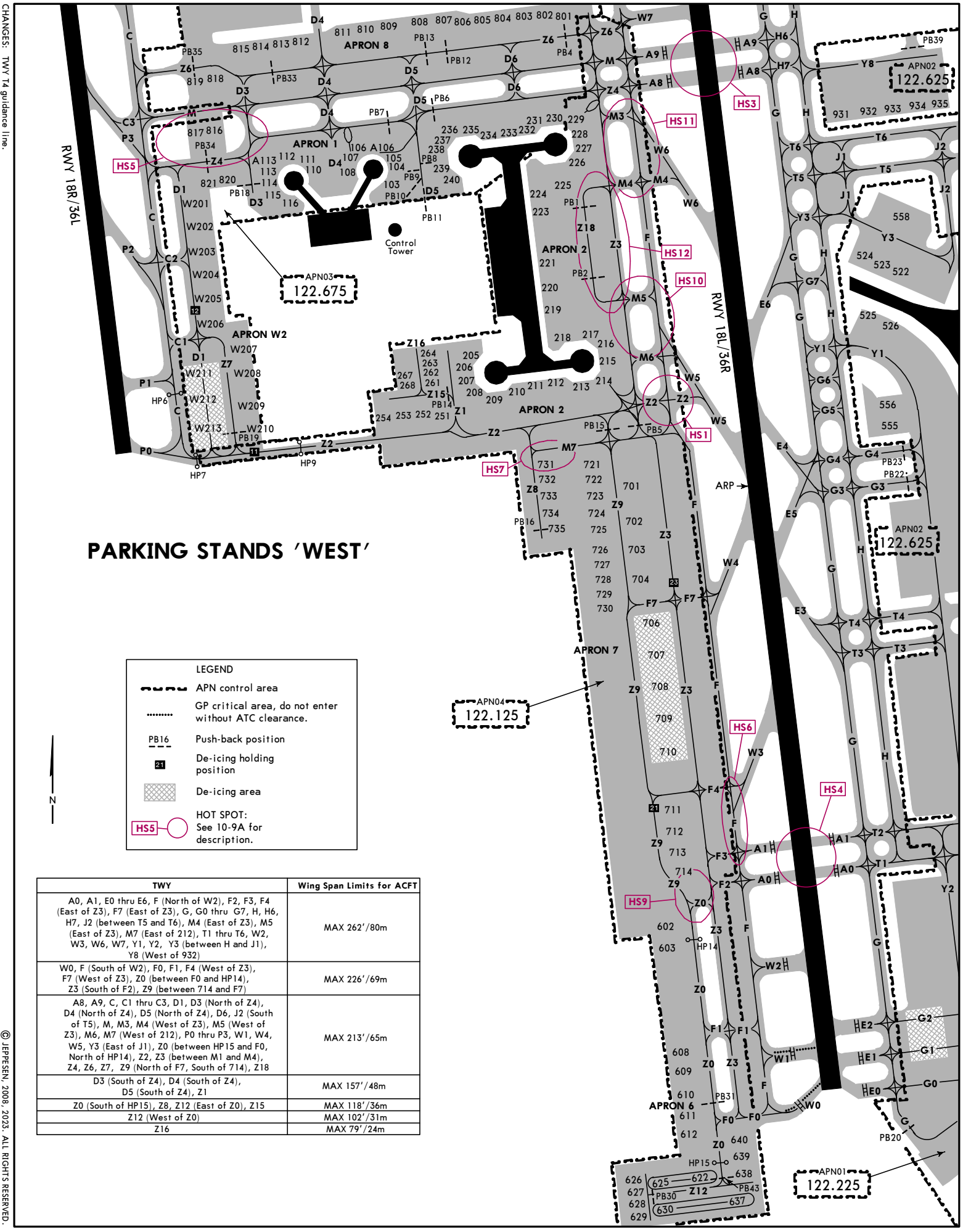
CHANGES: Apron, HS8 withdrawn, communication boundary APN03.

ZBAA/PEK

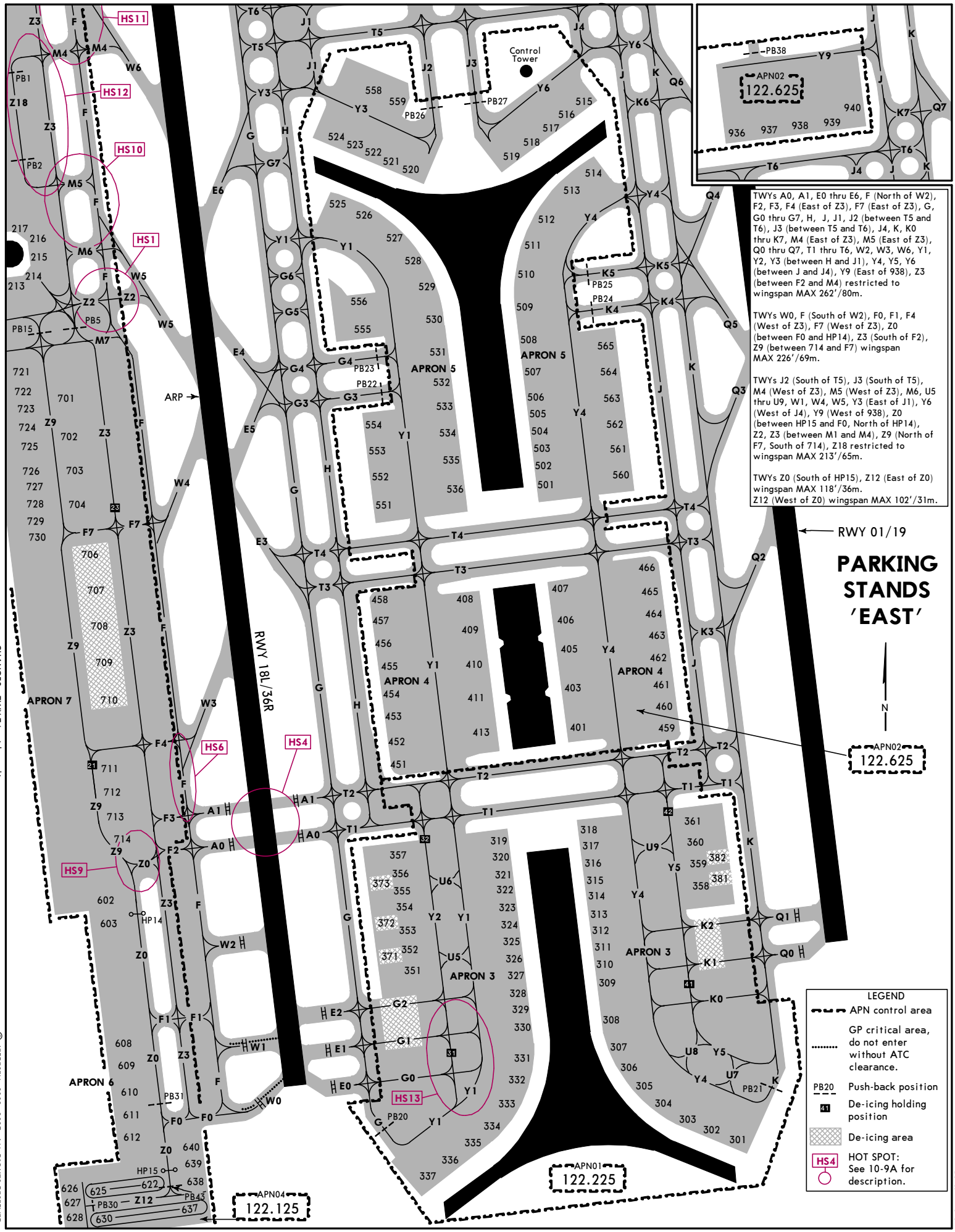
JEPPESEN BEIJING, PR OF CHINA CAPITAL

30 JUN 23 (10-9C) Eff 12 Jul 1600Z

CHANGES: TWY T4 guidance line.



TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E6, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H6, H7, J2 (between T5 and T6), M4 (East of Z3), M5 (East of Z3), M7 (East of 212), T1 thru T6, W2, W3, W6, W7, Y1, Y2, Y3 (between H and J1), Y8 (West of 932)	MAX 262'/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (between F0 and HP14), Z3 (South of F2), Z9 (between 714 and F7)	MAX 226'/69m
A8, A9, C, C1 thru C3, D1, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6, J2 (South of T5), M, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P3, W1, W4, W5, Y3 (East of J1), Z0 (between HP15 and F0, North of HP14), Z2, Z3 (between M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z18	MAX 213'/65m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z1	MAX 157'/48m
Z0 (South of HP15), Z8, Z12 (East of Z0), Z15	MAX 118'/36m
Z12 (West of Z0)	MAX 102'/31m
Z16	MAX 79'/24m



ZBAA/PEK

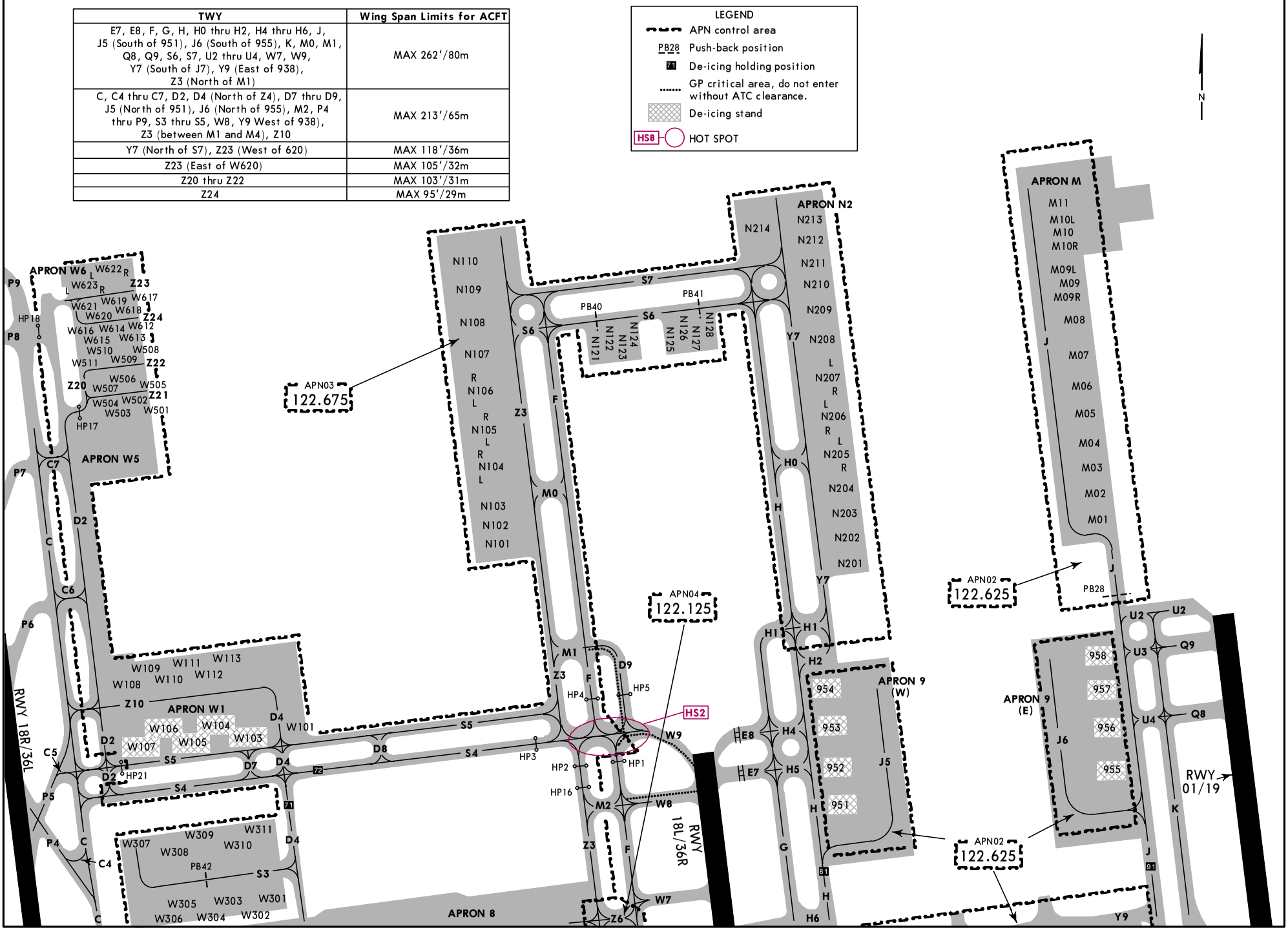
JEPPESEN BEIJING, PR OF CHINA CAPITAL

2 JUN 23 (10-9E) Eff 14 Jun 1600Z

CHANGES: TWY T4 guidance line.

PARKING STANDS 'NORTH'

TWY	Wing Span Limits for ACFT
E7, E8, F, G, H, H0 thru H2, H4 thru H6, J, J5 (South of 951), J6 (South of 955), K, M0, M1, Q8, Q9, S6, S7, U2 thru U4, W7, W9, Y7 (South of J7), Y9 (East of 938), Z3 (North of M1)	MAX 262'/80m
C, C4 thru C7, D2, D4 (North of Z4), D7 thru D9, J5 (North of 951), J6 (North of 955), M2, P4 thru P9, S3 thru S5, W8, Y9 West of 938), Z3 (between M1 and M4), Z10	MAX 213'/65m
Y7 (North of S7), Z23 (West of 620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z20 thru Z22	MAX 103'/31m
Z24	MAX 95'/29m



CHANGES: Apron, TWYs, HS8 withdrawn, communication boundary APN03.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
103	N40 04.9 E116 35.0	456 thru 458	N40 04.0 E116 36.2
104	N40 04.9 E116 35.1	459 thru 462	N40 03.9 E116 36.7
105 thru 108	N40 04.9 E116 35.0	463 thru 465	N40 04.0 E116 36.7
110	N40 04.9 E116 34.9	466	N40 04.1 E116 36.7
111 thru 114	N40 04.9 E116 34.8	501, 502	N40 04.2 E116 36.5
115, 116	N40 04.8 E116 34.8	503 thru 506	N40 04.3 E116 36.5
205, 206	N40 04.6 E116 35.2	507, 508	N40 04.4 E116 36.5
207, 208	N40 04.5 E116 35.2	509, 510	N40 04.5 E116 36.5
209, 210	N40 04.5 E116 35.3	511, 512	N40 04.6 E116 36.5
211, 212	N40 04.5 E116 35.4	513	N40 04.6 E116 36.6
213, 214	N40 04.5 E116 35.5	514	N40 04.7 E116 36.6
215 thru 217	N40 04.6 E116 35.5	515	N40 04.8 E116 36.6
218, 219	N40 04.6 E116 35.4	516	N40 04.8 E116 36.5
220, 221	N40 04.7 E116 35.4	517, 518	N40 04.7 E116 36.5
223, 224	N40 04.8 E116 35.4	519	N40 04.7 E116 36.4
225, 226	N40 04.9 E116 35.4	520	N40 04.7 E116 36.3
227, 228	N40 04.9 E116 35.5	521, 522	N40 04.7 E116 36.2
229 thru 231	N40 05.0 E116 35.4	523, 524	N40 04.7 E116 36.1
232 thru 234	N40 05.0 E116 35.3	525	N40 04.6 E116 36.1
235, 236	N40 05.0 E116 35.2	526, 527	N40 04.6 E116 36.2
237, 238	N40 04.9 E116 35.1	528	N40 04.5 E116 36.2
239, 240	N40 04.9 E116 35.2	529, 530	N40 04.5 E116 36.3
251 thru 253	N40 04.5 E116 35.1	531, 532	N40 04.4 E116 36.3
254	N40 04.5 E116 35.0	533, 534	N40 04.3 E116 36.3
261, 262	N40 04.5 E116 35.1	535, 536	N40 04.2 E116 36.3
263, 264	N40 04.6 E116 35.1	551 thru 553	N40 04.2 E116 36.2
267, 268	N40 04.5 E116 35.1	554	N40 04.3 E116 36.2
301	N40 03.2 E116 36.9	555	N40 04.4 E116 36.1
302, 303	N40 03.3 E116 36.8	556	N40 04.5 E116 36.1
304 thru 306	N40 03.3 E116 36.7	558, 559	N40 04.8 E116 36.2
307, 308	N40 03.4 E116 36.6	560	N40 04.2 E116 36.6
309 thru 312	N40 03.5 E116 36.6	561 thru 563	N40 04.3 E116 36.6
313 thru 316	N40 03.6 E116 36.6	564, 565	N40 04.4 E116 36.6
317, 318	N40 03.7 E116 36.6	602	N40 03.6 E116 35.6
319, 320	N40 03.7 E116 36.4	603	N40 03.5 E116 35.7
321 thru 324	N40 03.6 E116 36.4	608, 609	N40 03.4 E116 35.7
325 thru 328	N40 03.5 E116 36.4	610, 611	N40 03.3 E116 35.7
329 thru 331	N40 03.4 E116 36.4	612, 622 thru 623	N40 03.2 E116 35.7
332 thru 334	N40 03.3 E116 36.4	624 thru 627	N40 03.2 E116 35.6
335 thru 337	N40 03.2 E116 36.3	628 thru 631	N40 03.1 E116 35.6
351 thru 353	N40 03.5 E116 36.2	632 thru 634	N40 03.1 E116 35.7
354 thru 356	N40 03.6 E116 36.2	635 thru 637	N40 03.1 E116 35.8
357	N40 03.7 E116 36.2	638 thru 640	N40 03.2 E116 35.8
358, 359	N40 03.6 E116 36.8	701	N40 04.4 E116 35.6
360, 361	N40 03.7 E116 36.8	702	N40 04.3 E116 35.6
401	N40 03.9 E116 36.6	703, 704	N40 04.2 E116 35.6
403	N40 03.9 E116 36.5	706, 707	N40 04.1 E116 35.6
405, 406	N40 04.0 E116 36.5	708, 709	N40 04.0 E116 35.6
407	N40 04.1 E116 36.5		
408, 409	N40 04.0 E116 36.3		
410	N40 03.9 E116 36.3		
411	N40 03.9 E116 36.4		
413	N40 03.8 E116 36.4		
451, 452	N40 03.8 E116 36.2		
453 thru 455	N40 03.9 E116 36.2		

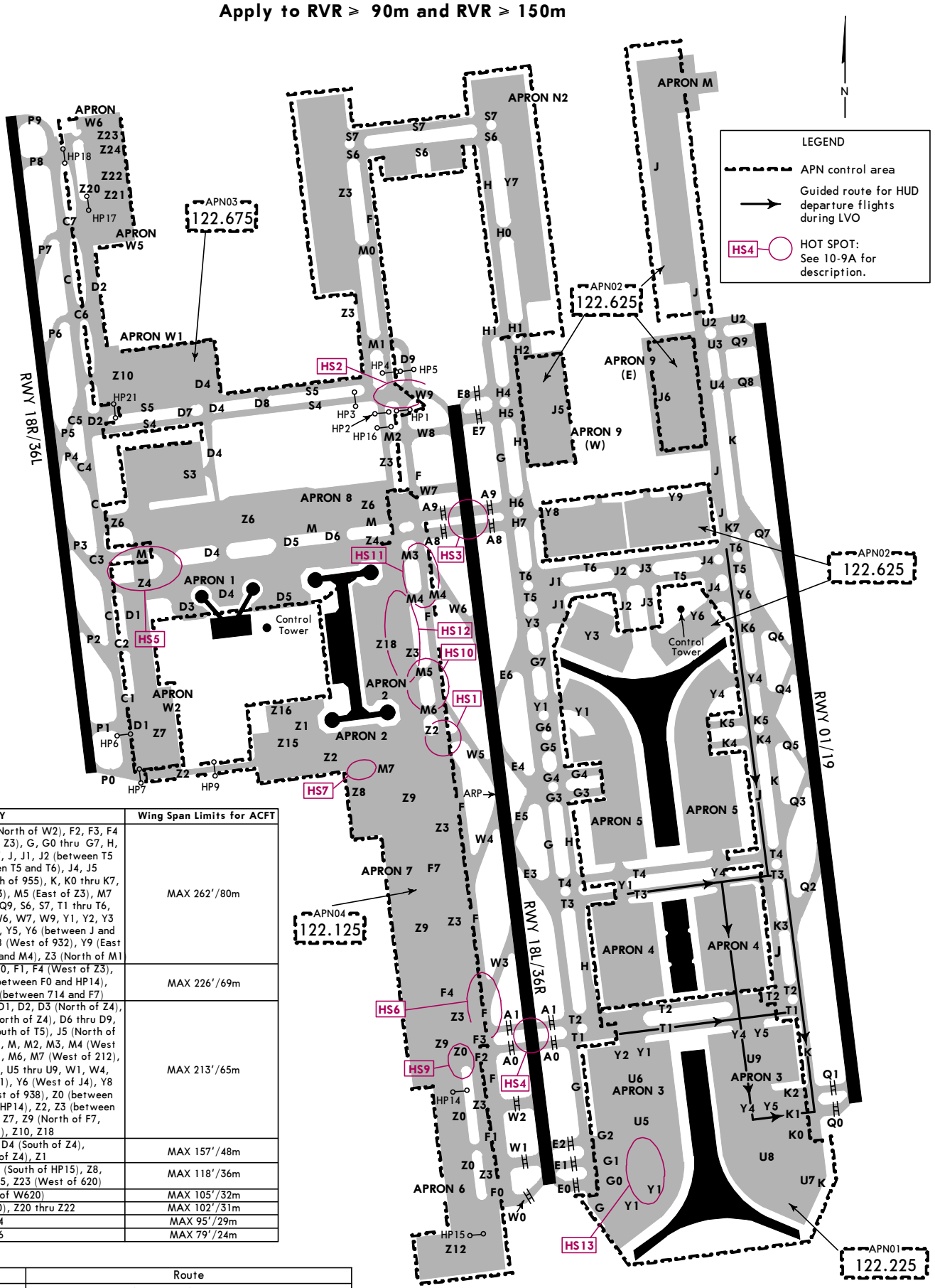
CHANGES: None.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
710	N40 03.9 E116 35.7	N209 thru N211	N40 06.1 E116 35.9
711	N40 03.8 E116 35.7	N212, N213	N40 06.2 E116 35.9
712, 713	N40 03.7 E116 35.7	N214	N40 06.1 E116 35.8
714	N40 03.7 E116 35.6	W101	N40 05.4 E116 34.9
721, 722	N40 04.4 E116 35.5	W103	N40 05.4 E116 34.8
723 thru 725	N40 04.3 E116 35.5	W104, W105	N40 05.4 E116 34.7
726 thru 729	N40 04.2 E116 35.5	W106	N40 05.4 E116 34.6
730	N40 04.1 E116 35.5	W107	N40 05.4 E116 34.5
731, 732	N40 04.4 E116 35.4	W108	N40 05.5 E116 34.5
733 thru 735	N40 04.3 E116 35.4	W109 thru W111	N40 05.5 E116 34.6
801, 802	N40 05.1 E116 35.4	W112, W113	N40 05.5 E116 34.7
803 thru 805	N40 05.1 E116 35.3	W201	N40 04.8 E116 34.6
806, 807	N40 05.1 E116 35.2	W202	N40 04.8 E116 34.7
808	N40 05.1 E116 35.1	W203 thru W205	N40 04.7 E116 34.7
809, 810	N40 05.1 E116 35.0	W206 thru W208	N40 04.6 E116 34.7
811	N40 05.1 E116 34.9	W209	N40 04.5 E116 34.7
812, 813	N40 05.1 E116 34.8	W210	N40 04.5 E116 34.8
814, 815	N40 05.1 E116 34.7	W301, W302	N40 05.2 E116 34.8
816	N40 04.9 E116 34.7	W310	N40 05.2 E116 34.7
817	N40 04.9 E116 34.6	W311	N40 05.2 E116 34.8
818	N40 05.0 E116 34.7	W501 thru W503	N40 05.9 E116 34.5
819	N40 05.0 E116 34.6	W504	N40 05.9 E116 34.4
820	N40 04.9 E116 34.7	W505, W506	N40 05.9 E116 34.5
821	N40 04.9 E116 34.6	W507	N40 05.9 E116 34.4
931	N40 05.0 E116 36.0	W508, W509	N40 06.0 E116 34.5
932, 933	N40 05.0 E116 36.1	W510, W511	N40 06.0 E116 34.4
934	N40 05.0 E116 36.2	W612 thru W614	N40 06.0 E116 34.5
935, 936	N40 05.0 E116 36.3	W615, W616	N40 06.0 E116 34.4
937, 938	N40 05.0 E116 36.4	W617, W618	N40 06.1 E116 34.5
939, 940	N40 05.0 E116 36.5	W619	N40 06.0 E116 34.5
951, 952	N40 05.3 E116 36.0	W620, W621	N40 06.0 E116 34.4
953	N40 05.4 E116 36.0	W622, W622L	N40 06.1 E116 34.4
954	N40 05.5 E116 35.9	W622R	N40 06.1 E116 34.5
955	N40 05.3 E116 36.5	W623 thru W623R	N40 06.1 E116 34.4
956	N40 05.4 E116 36.5		
957, 958	N40 05.5 E116 36.5		
M01 thru M03	N40 05.8 E116 36.5		
M04	N40 05.9 E116 36.5		
M05	N40 05.9 E116 36.4		
M06 thru M08	N40 06.0 E116 36.4		
M09 thru M10L/R	N40 06.1 E116 36.4		
M11	N40 06.2 E116 36.4		
N101, N102	N40 05.7 E116 35.3		
N103 thru N104L/R	N40 05.8 E116 35.3		
N105, N105L/R	N40 05.9 E116 35.3		
N106, N106L/R	N40 05.9 E116 35.2		
N107, N108	N40 06.0 E116 35.2		
N109, N110	N40 06.1 E116 35.2		
N121 thru N124	N40 06.0 E116 35.5		
N125, N126	N40 06.0 E116 35.6		
N127, N128	N40 06.0 E116 35.7		
N201 thru N203	N40 05.7 E116 36.0		
N204 thru N205L/R	N40 05.8 E116 36.0		
N206, N206L/R	N40 05.9 E116 36.0		
N207 thru N208	N40 06.0 E116 35.9		

CHANGES: Stands N215 thru N218 withdrawn, N214 rearranged.

LOW VISIBILITY OPERATION ROUTES RWY 01 DEPARTURE
Apply to RVR ⩾ 90m and RVR ⩾ 150m



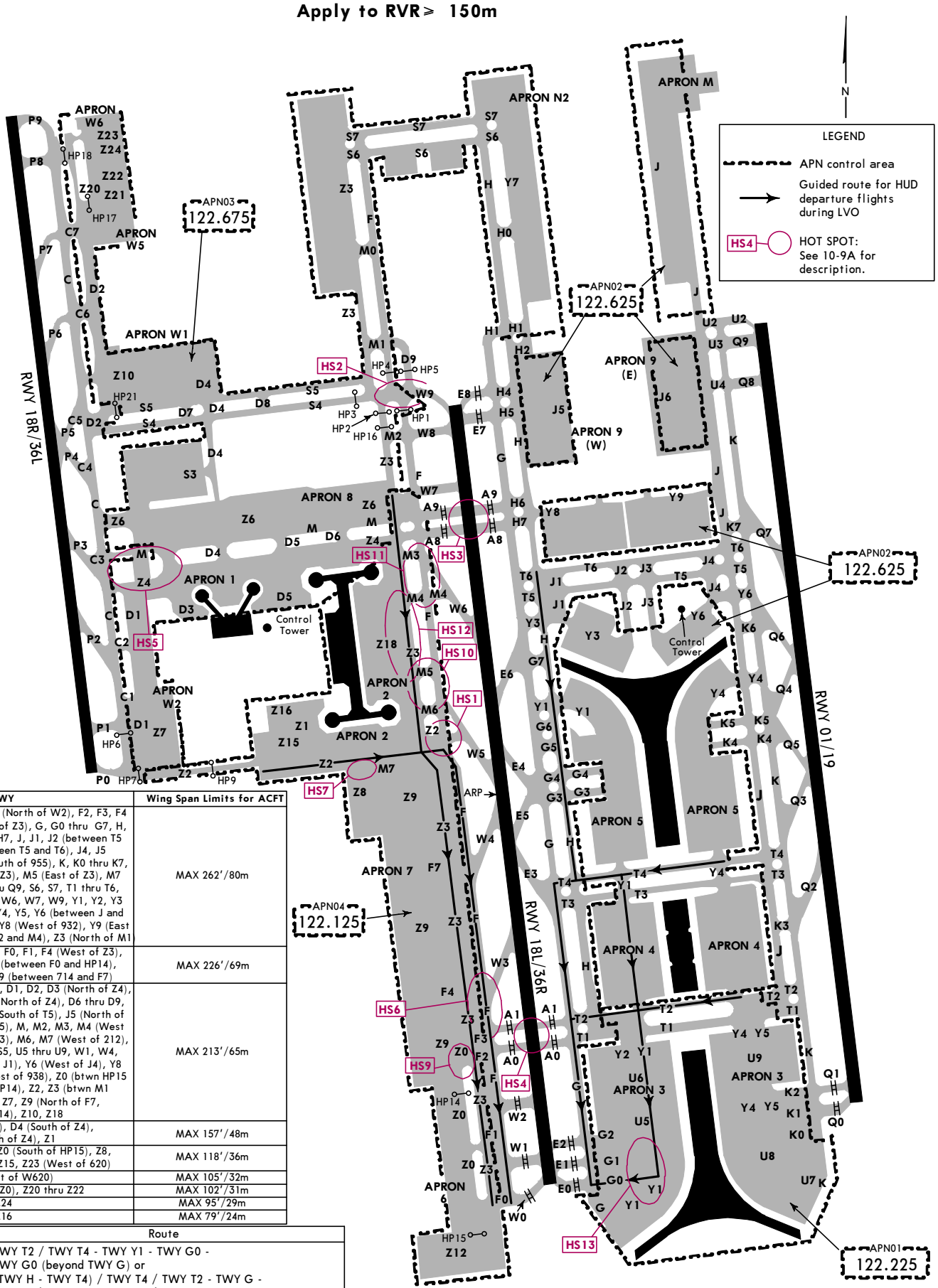
TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), M7 (East of 212), Q0 thru Q9, S6, S7, T1 thru T6, U2 thru U4, W2, W3, W6, W7, W9, Y1, Y2, Y3 (between H and J1), Y4, Y5, Y6 (between J and J4), Y7 (South of S7), Y8 (West of 932), Y9 (East of 938), Z3 (between F2 and M4), Z3 (North of M1	MAX 262'/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (between F0 and HP14), Z3 (South of F2), Z9 (between 714 and F7)	MAX 226'/69m
A8, A9, C, C1 thru C7, D1, D2, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D9, J2 (South of T5), J3 (South of T5), J5 (North of 951), J6 (North of 955), M, M2, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P9, S3 thru S5, U5 thru U9, W1, W4, W5, W8, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (between HP15 and F0, North of HP14), Z2, Z3 (between M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213'/65m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z1	MAX 157'/48m
Y7 (North of S7), Z0 (South of HP15), Z8, Z12 (East of Z0), Z15, Z23 (West of 620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z12 (West of Z0), Z20 thru Z22	MAX 102'/31m
Z24	MAX 95'/29m
Z16	MAX 79'/24m

RVR	Route
RVR greater or equal 90m	(TWY J - TWY T3) / TWY T3 / TWY T1 - TWY K - TWY K (between TWY Q1 and TWY Q0)
RVR greater or equal 150m	(TWY J - TWY T3) / TWY T3 / TWY T1 - TWY K - TWY K (between TWY Q1 and TWY Q0) or TWY T3 / TWY T1 - TWY Y4 - TWY K1 (beyond TWY K)

CHANGES: Apron, HS8 withdrawn, communication boundary APN03.

JEPPESEN BEIJING, PR OF CHINA
CAPITAL
30 JUN 23
10-9J
Eff 12 Jul 1600Z

LOW VISIBILITY OPERATION ROUTES RWY 36R DEPARTURE
Apply to RVR≥ 150m



TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), M7 (East of 212), Q0 thru Q9, S6, S7, T1 thru T6, U2 thru U4, W2, W3, W6, W7, W9, Y1, Y2, Y3 (between H and J1), Y4, Y5, Y6 (between J and J4), Y7 (South of S7), Y8 (West of 932), Y9 (East of 938), Z3 (between F2 and M4), Z3 (North of M1	MAX 262'/80m
W0, F (South of W2), F0, F1, F4 (West of Z3), F7 (West of Z3), Z0 (between F0 and HP14), Z3 (South of F2), Z9 (between 714 and F7)	MAX 226'/69m
A8, A9, C, C1 thru C7, D1, D2, D3 (North of Z4), D4 (North of Z4), D5 (North of Z4), D6 thru D9, J2 (South of T5), J3 (South of T5), J5 (North of 951), J6 (North of 955), M, M2, M3, M4 (West of Z3), M5 (West of Z3), M6, M7 (West of 212), P0 thru P9, S3 thru S5, U5 thru U9, W1, W4, W5, W8, Y3 (East of J1), Y6 (West of J4), Y8 (East of 932), Y9 (West of 938), Z0 (btwn HP15 and F0, North of HP14), Z2, Z3 (btwn M1 and M4), Z4, Z6, Z7, Z9 (North of F7, South of 714), Z10, Z18	MAX 213'/65m
D3 (South of Z4), D4 (South of Z4), D5 (South of Z4), Z1	MAX 157'/48m
Y7 (North of S7), Z0 (South of HP15), Z8, Z12 (East of Z0), Z15, Z23 (West of 620)	MAX 118'/36m
Z23 (East of W620)	MAX 105'/32m
Z12 (West of Z0), Z20 thru Z22	MAX 102'/31m
Z24	MAX 95'/29m
Z16	MAX 79'/24m

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

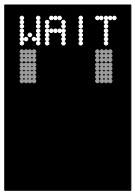
CHANGES: Apron. HS8 withdrawn, communication boundary APN03.

ZBAA/PEK

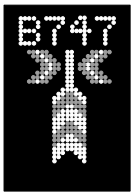
JEPPESEN BEIJING, PR OF CHINA CAPITAL

30 JUN 23 (10-9K) Eff 12 Jul 1600Z

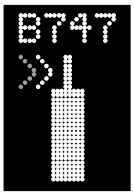
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



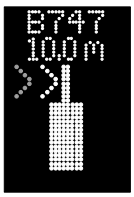
START-OF-DOCKING
When the system is started, "WAIT" will be displayed.



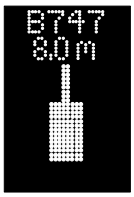
CAPTURE
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.
IT SHALL BE CHECKED THAT THE CORRECT AIRCRAFT TYPE IS DISPLAYED. THE LEAD-IN LINE SHALL BE FOLLOWED.



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



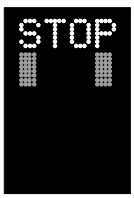
CLOSING RATE
Display of digital countdown will start when the aircraft is 98'/30m from stop position.
When the aircraft is less than 39'/12m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last row is turned off, 2'/0.5m remains to stop.



ALIGNED TO CENTER
The aircraft is 26'/8m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.

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

AZIMUTH GUIDANCE
The aircraft is 13'/4m from the stop-position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.



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

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5

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

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

WAIT
If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking close to STOP, the display will show "WAIT". The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SLOW
The display will show "SLOW" when the DGS lose the aircraft very near the STOP position or visibility for DGS is reduced.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE CLOSING-RATE BAR IS SHOWN.

AIRCRAFT VERIFICATION FAILURE
During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails "STOP" and "ID FAIL" will be displayed. The text will be alternating on the upper two rows of the display.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR

GATE BLOCKED
If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

VIEW BLOCKED
If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a view blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT" MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.

SBU-STOP
Any unrecoverable error during the docking procedure will generate an "SBU (safety back-up)" condition. The display will show red stop bar and the text "STOP", "SBU".
A MANUAL BACKUP PROCEDURE MUST BE USED FOR DOCKING GUIDANCE.

TOO FAST
If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP (with red squares)" and "TOO FAST" will be displayed.
THE DOCKING SYSTEM MUST BE RE-STARTED OR THE DOCKING PROCEDURE COMPLETED BY MANUAL GUIDANCE.

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

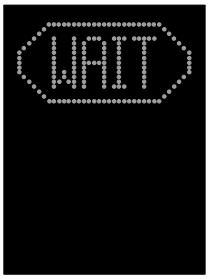
CHOCKS ON
"CHOCK ON" will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the "Chocks On" button on the operator panel.

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

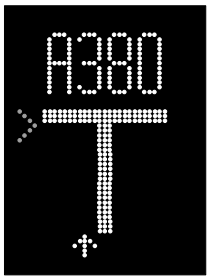
SYSTEM BREAKDOWN
In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.

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

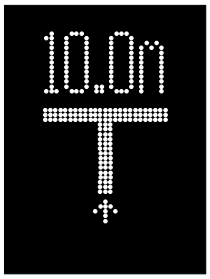
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513



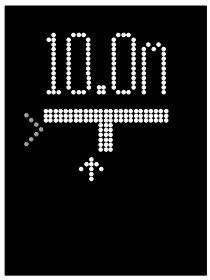
START-OF-DOCKING
When the system is started, "WAIT" will be displayed.



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



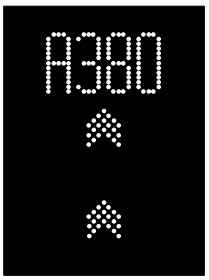
ALIGNED TO CENTER
The aircraft is 33'/10m from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.



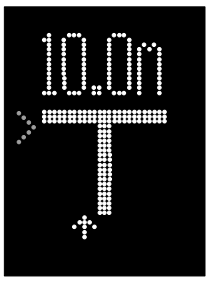
AZIMUTH GUIDANCE
The aircraft is 33'/10m from the stop-position. The yellow arrow indicates an aircraft to the left of the centerline, and the red flashing arrow indicates the direction to turn.

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

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



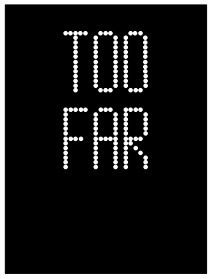
CLOSING RATE
Display of digital count-down will start when the aircraft is 98'/30m from stop position. When the aircraft is less than 49'/15m from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 2'/0.5m, covered by the aircraft. Thus, when the last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



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

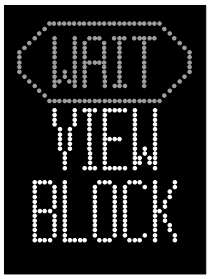
STOP POSITION REACHED
When the correct stop-position is reached, the display will show "STOP" and red lights will be lit.

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



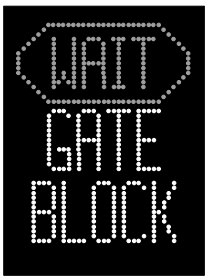
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513

AIRCRAFT VERIFICATION FAILURE
During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 39'/12m before the stop-position, the display will first show "WAIT" and make a second verification check. If this fails, "STOP" and "ID FAIL" will be displayed. The pilot must not proceed beyond the bridge without manual guidance.



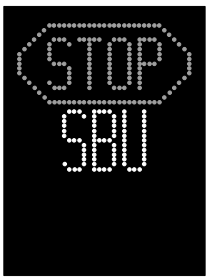
VIEW BLOCKED
If the view towards the aircraft is hindered, for instance by dirt on the window, the DGS will report a View blocked condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display.

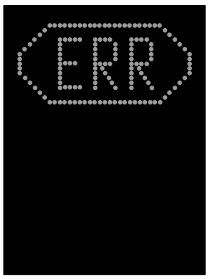
GATE BLOCKED
If an object is found blocking the view from the DGS to the planned stop-position, the docking procedure will be halted with a "WAIT" and "GATE BLOCK" message. The docking procedure will resume as soon as the blocking object has been removed. The pilot must not proceed beyond the bridge without manual guidance, unless the "WAIT" message has been superseded by the closing rate bar.

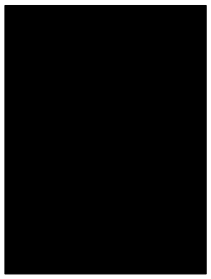


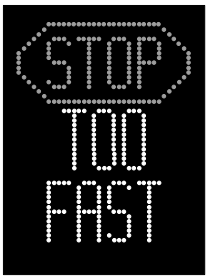
ABNORMAL DOCKING PROCEED

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









SPEED LIMIT

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

BEIJING, PR OF CHINA
CAPITAL

STRAIGHT-IN RWY		A	B	C	D
01	CAT 2 ILS DME Z & Y	**184**′(100′)	**184**′(100′)	**184**′(100′)	**184**′(100′)
		RA112′ R300m	**RA112**′ R300m	**RA112**′ R300m	**RA112**′❶R300m
	❷ ILS DME Z & Y	**284**′(200′)	**284**′(200′)	**284**′(200′)	**284**′(200′)
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	❹ ILS DME Z & Y	**314**′(230′)	**331**′(247′)	**331**′(247′)	**347**′(263′)
	FULL	R550m V800m	R550m V800m	R550m V800m	R/V800m
	TDZ or CL out	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m	R/V800m
	ALS out	R/V1400m	R/V1500m	R/V1500m	R/V1600m
	❺LOC	**560**′(476′)	**560**′(476′)	**560**′(476′)	**560**′(476′)
		R/V1900m	R/V1900m	R/V1900m	R/V1900m
	ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m
18L	ILS DME Z & Y	**310**′(200′)	**310**′(200′)	**310**′(200′)	**310**′(200′)
		❻ R550m V800m	❻ R550m V800m	❻ R550m V800m	❻ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	❺LOC	**510**′(400′)	**510**′(400′)	**510**′(400′)	**510**′(400′)
		R/V1500m	R/V1500m	R/V1500m	R/V1500m
	ALS out	R/V2400m	R/V2400m	R/V2400m	R/V2400m
18R	ILS DME Z & Y	**315**′(200′)	**315**′(200′)	**328**′(213′)	**328**′(213′)
		❻ R550m V800m	❻ R550m V800m	❻ R550m V800m	❻ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1300m	R/V1300m
	❺LOC	**500**′(385′)	**500**′(385′)	**500**′(385′)	**500**′(385′)
		R/V1300m	R/V1300m	R/V1300m	R/V1300m
	ALS out	R/V2200m	R/V2200m	R/V2200m	R/V2200m
19	ILS DME Z & Y	**294**′(200′)	**294**′(200′)	**294**′(200′)	**294**′(200′)
		❻ R550m V800m	❻ R550m V800m	❻ R550m V800m	❻ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	❺LOC	**560**′(466′)	**560**′(466′)	**560**′(466′)	**560**′(466′)
		R/V1700m	R/V1700m	R/V1700m	R/V1700m
	ALS out	R/V2600m	R/V2600m	R/V2600m	R/V2600m
36L	❼ ILS DME Z & Y	**307**′(200′)	**307**′(200′)	**307**′(200′)	**307**′(200′)
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	❹ ILS DME Z & Y	**307**′(200′)	**307**′(200′)	**307**′(200′)	**320**′(213′)
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	TDZ or CL out	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m	❸ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1300m
	❺LOC	**460**′(353′)	**460**′(353′)	**460**′(353′)	**460**′(353′)
		R/V1100m	R/V1100m	R/V1100m	R/V1200m
	ALS out	R/V2100m	R/V2100m	R/V2100m	R/V2100m

❶ R350m for manual operation below DH.
❷ Missed approach climb gradient MIN 5.0%.
❸ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❹ Missed approach climb gradient MIN 2.5%.
❺ Contiunuous Descent Final Approach.
❻ R800m when a Flight Director or Autopilot or HUD to DA is not used.
❼ Missed approach climb gradient MIN 3.0%.

BEIJING, PR OF CHINA
CAPITAL

STRAIGHT-IN RWY		A	B	C	D
36R	CAT 3A ILS DME Z & Y	**RA50**′ R200m	**RA50**′ R200m	**RA50**′ R200m	**RA50**′ R200m
	CAT 2 ILS DME Z & Y	**198**′(100′) **RA108**′ R300m	**198**′(100′) **RA108**′ R300m	**198**′(100′) **RA108**′ R300m	**198**′(100′) **RA108**′ ❶R300m
	ILS DME Z & Y FULL TDZ or CL out ALS out	**298**′(200′) R550m V800m ❷ R550m V800m R/V1200m	**298**′(200′) R550m V800m ❷ R550m V800m R/V1200m	**298**′(200′) R550m V800m ❷ R550m V800m R/V1200m	**298**′(200′) R550m V800m ❷ R550m V800m R/V1200m
	❸LOC ALS out	**430**′(332′) R/V1100m R/V2000m	**430**′(332′) R/V1100m R/V2000m	**430**′(332′) R/V1100m R/V2000m	**430**′(332′) R/V1200m R/V2000m

❶ R350m for manual operation below DH.
❷ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❸ Contiunuous Descent Final Approach.

TAKE-OFF

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

CHANGES: None.

ZBAA/PEK
CAPITAL

JEPPESEN
14 APR 23
Eff 19 Apr 1600Z
(11-1)

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 01

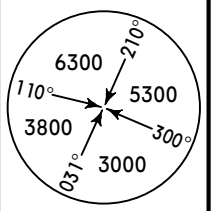
BRIEFING STRIP ™

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

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

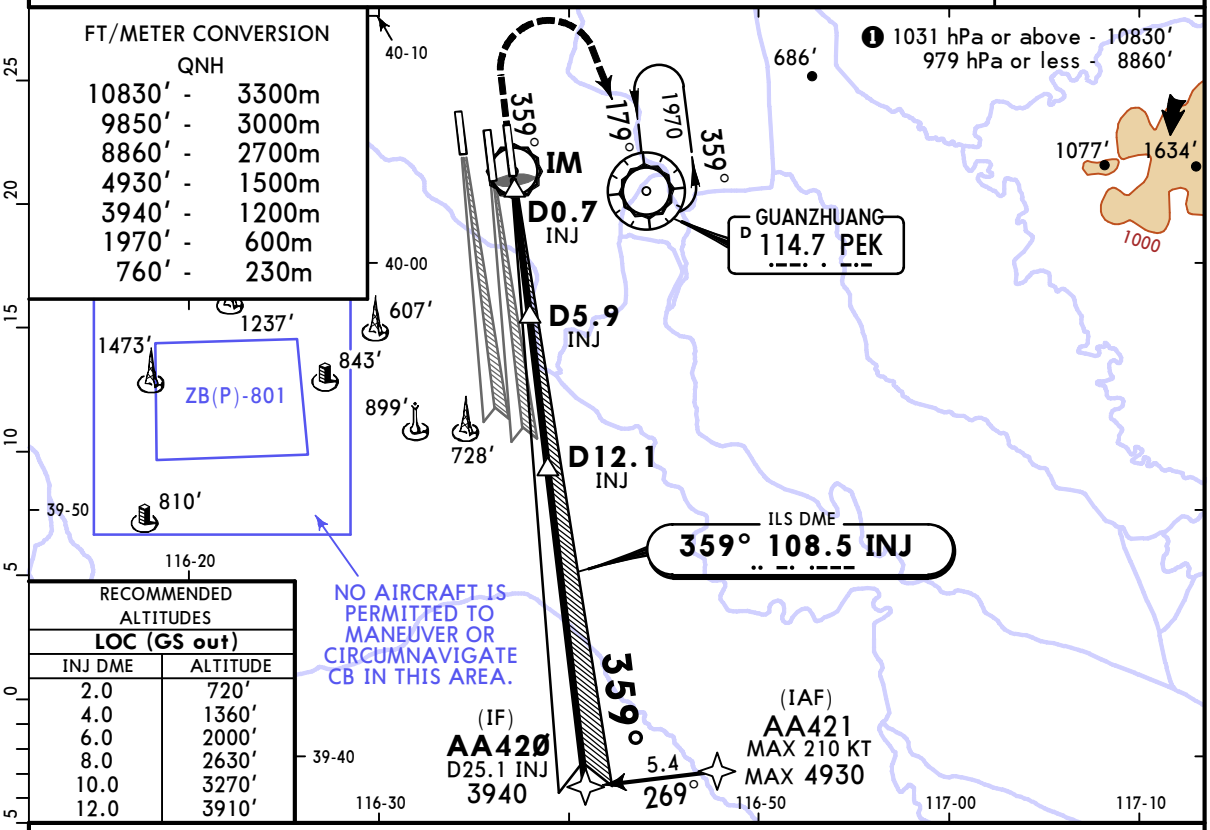
LOC INJ	Final Apch Crs	D12.1 INJ	ILS DA(H) Refer to Minimums	Apt Elev 116′ Rwy 84′
108.5	359°	3940′ (3856′)		

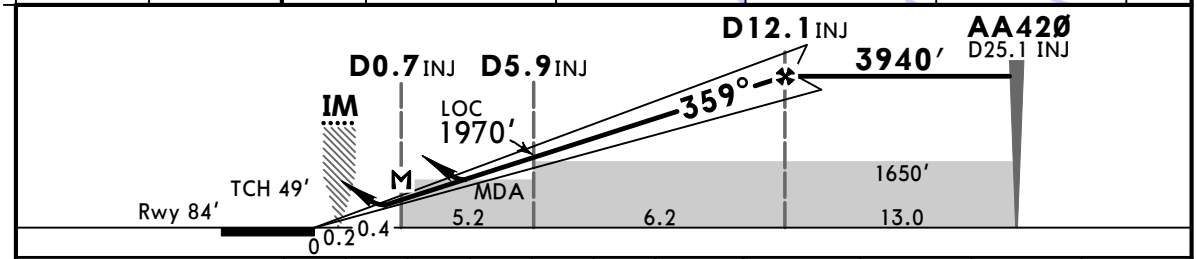
MISSED APCH: Climb STRAIGHT AHEAD to 760′, then turn RIGHT to VOR at 1970′ or above. Join the holding or as directed.
No turn permitted before THR. Refer to minimums for missed apch climb gradient.



MSA PEK VOR

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850′ ❶





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

HIALS-II
PAPI

760′

MIN 1970′ RT

PEK 114.7

State

STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	MACG MIN 5.0% DA(H) 284′ (200′)		MACG MIN 2.5% DA(H) A: 314′ (230′) BC: 331′ (247′) D: 347′ (263′)		CDFA MDA(H) 560′ (476′)	
	FULL	ALS out	FULL	ALS out		ALS out
A	R550m V800m	V1200m	R550m V800m	V1400m	R/V1900m	V2800m
B				V1500m		
C						
D			R/V800m	V1600m		

PANS OPS

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN

11-1AA

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

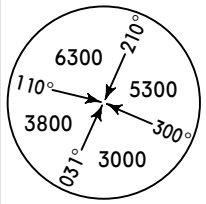
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

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

BRIEFING STRIP ™

LOC INJ	Final Apch Crs	D12.1 INJ	CAT II ILS	Apt Elev 116′
108.5	359°	3940′ (3856′)	RA 112′ DA(H) 184′ (100′)	Rwy 84′

MISSED APCH: Climb STRAIGHT AHEAD to 760′, then turn RIGHT to VOR at 1970′ or above. Join the holding or as directed.
No turn permitted before THR. Missed apch requires a minimum climb gradient of 5.0% (304′/NM).



MSA PEK VOR

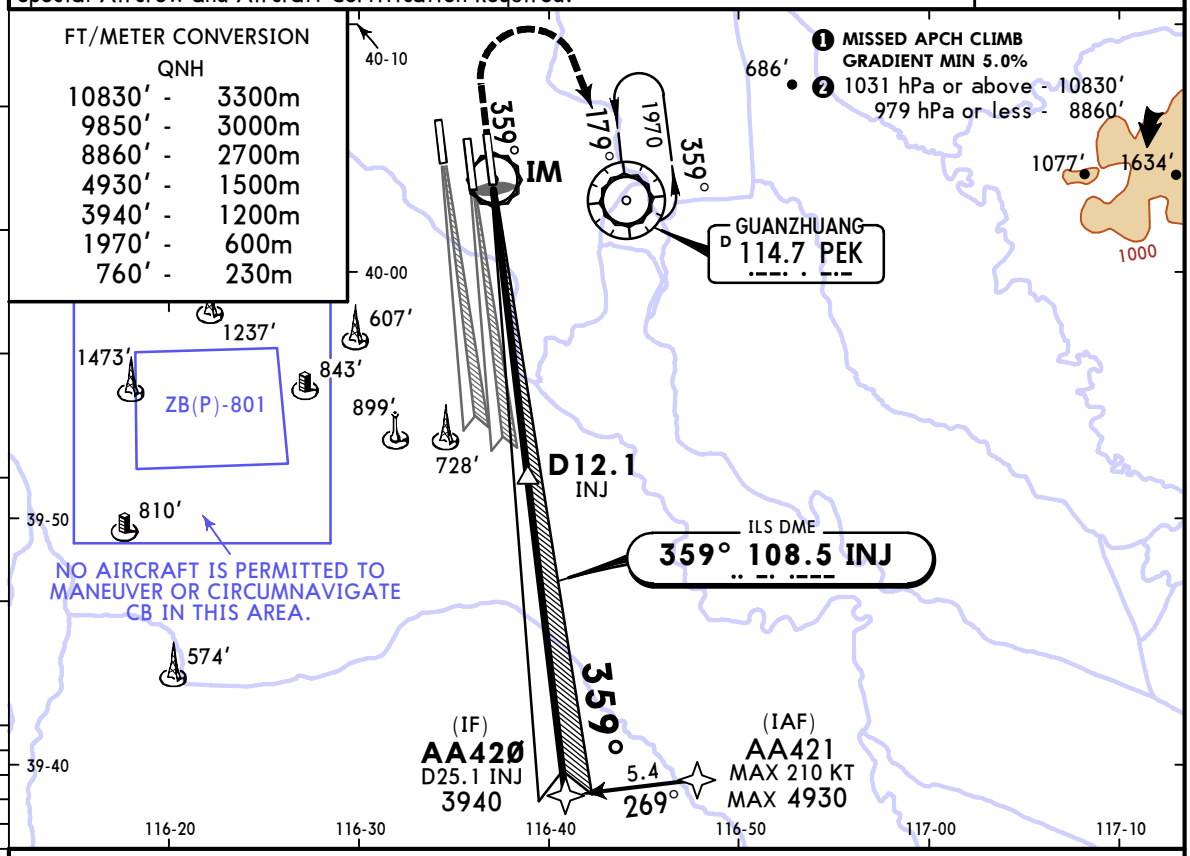
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850′ ❷

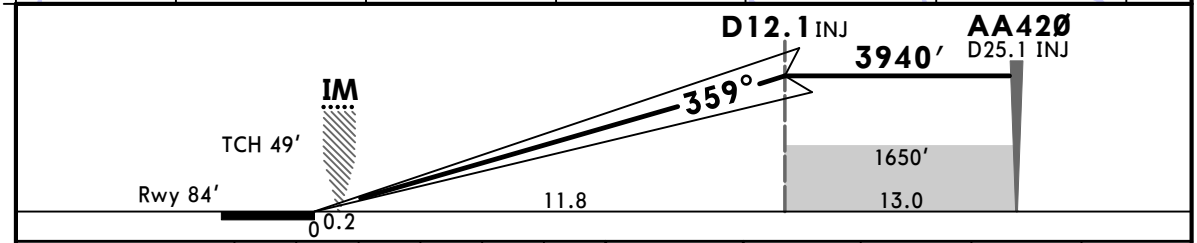
Special Aircrew and Aircraft Certification Required.

FT/METER CONVERSION

QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
4930′ -	1500m
3940′ -	1200m
1970′ -	600m
760′ -	230m

❶ MISSED APCH CLIMB GRADIENT MIN 5.0%
❷ 1031 hPa or above - 10830′
979 hPa or less - 8860′





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

HIALS-II
PAPI

760′ ↑

MIN 1970′ RT

PEK 114.7

State

STRAIGHT-IN LANDING
CAT II ILS

RA 112′
DA(H) **184′** (100′)

❶ R300m

PANS OPS

❶ CAT D: R350m for manual operation below DH.

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

11-2

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 01

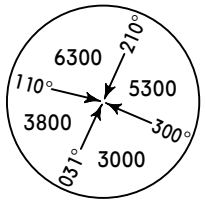
BRIEFING STRIP ™

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

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

LOC INJ	Final Apch Crs	D21.4 INJ	ILS DA(H) Refer to Minimums	Apt Elev 116′ Rwy 84′
108.5	359°	6890′ (6806′)		

MISSED APCH: Climb STRAIGHT AHEAD to 760′, then turn RIGHT to VOR at 1970′ or above. Join the holding or as directed.
No turn permitted before THR. Refer to minimums for missed apch climb gradient.



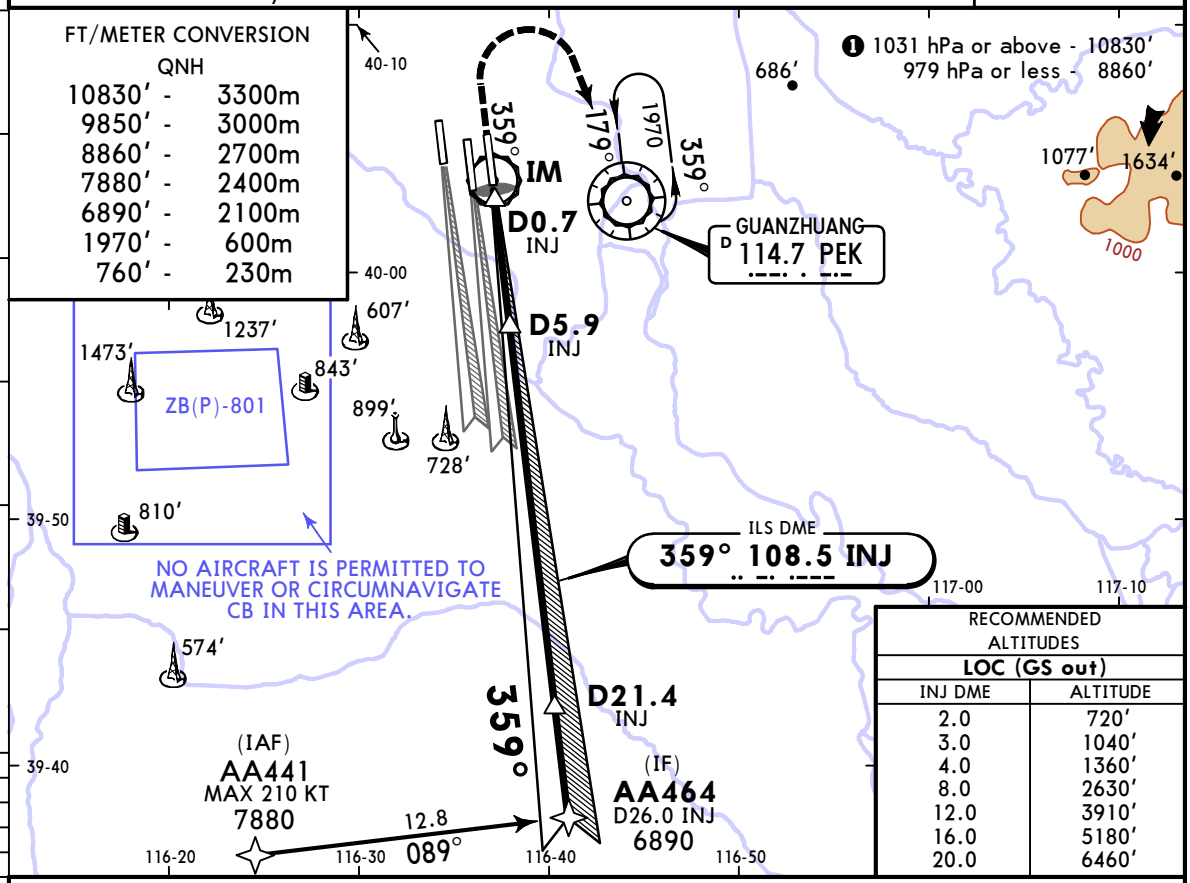
MSA PEK VOR

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

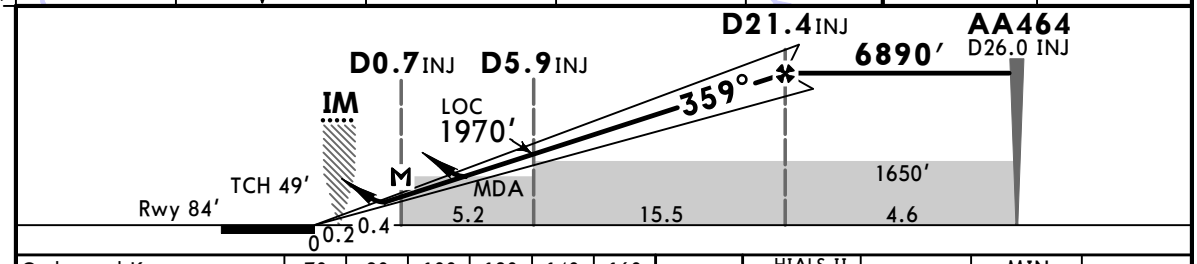
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

FT/METER CONVERSION

QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
7880′ -	2400m
6890′ -	2100m
1970′ -	600m
760′ -	230m



RECOMMENDED ALTITUDES	
LOC (GS out)	
INJ DME	ALTITUDE
2.0	720′
3.0	1040′
4.0	1360′
8.0	2630′
12.0	3910′
16.0	5180′
20.0	6460′



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

HIALS-II
PAPI

760′

MIN 1970′ RT

PEK 114.7

State

STRAIGHT-IN LANDING

ILS				LOC (GS out)	
MACG MIN 5.0%		MACG MIN 2.5%			
DA(H) 284′ (200′)		DA(H) A: 314′ (230′)	BC: 331′ (247′) D: 347′ (263′)	CDFA MDA(H) 560′ (476′)	
FULL	ALS out	FULL	ALS out		ALS out
A	R550m V800m	V1200m	R550m V800m	V1400m	R/V1900m	V2800m
B				V1500m		
C						
D			R/V800m	V1600m		

PANS OPS

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN 11-2AA

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

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

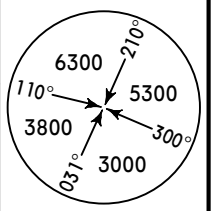
BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	118.6	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

LOC INJ	Final Apch Crs	D21.4 INJ	CAT II ILS	Apt Elev 116′
108.5	359°	6890′ (6806′)	RA 112′ DA(H) 184′ (100′)	Rwy 84′

MISSED APCH: Climb STRAIGHT AHEAD to 760′, then turn RIGHT to VOR at 1970′ or above. Join the holding or as directed. No turn permitted before THR. Missed apch requires a minimum climb gradient of 5.0% (304′/NM).

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850′ ❷

Special Aircrew and Aircraft Certification Required.



MSA PEK VOR

BRIEFING STRIP ™

FT/METER CONVERSION

QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
7880′ -	2400m
6890′ -	2100m
1970′ -	600m
760′ -	230m

❶ MISSED APCH CLIMB GRADIENT MIN 5.0%
❷ 1031 hPa or above - 10830′
979 hPa or less - 8860′

686′ 1077′ 1634′ 1000

GUANZHUANG D 114.7 PEK

359° 179° 1970 359°

IM

40-10 40-00 39-50 39-40

1237′ 607′ 1473′ 843′ 899′ 728′ 810′ 574′

ZB(P)-801

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

ILS DME
359° 108.5 INJ

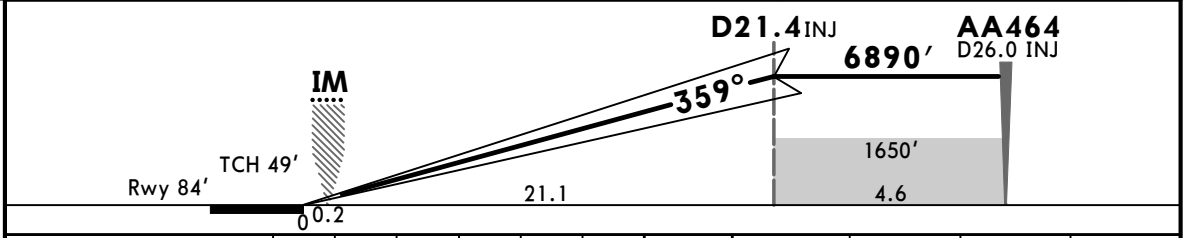
359° D21.4 INJ

(IAF) AA441 MAX 210 KT 7880

12.8 089°

(IF) AA464 D26.0 INJ 6890

116-20 116-30 116-40 116-50 117-00 117-10



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

HIALS-II PAPI | 760′ | MIN 1970′ RT | PEK 114.7

State

STRAIGHT-IN LANDING
CAT II ILS

RA 112′
DA(H) **184′** (100′)

❶ R300m

PANS OPS

❶ CAT D: R350m for manual operation below DH.

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN

11-2BB

BEIJING, PR OF CHINA

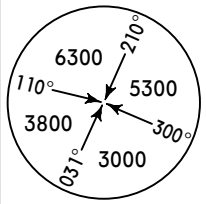
❶ SA CAT I RNAV ILS DME Z Rwy 01

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

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

LOC INJ	Final Apch Crs	D12.1 INJ	SA CAT I ILS	Apt Elev 116′
108.5	359°	3940′ (3856′)	RA 148′ DA(H) 234′ (150′)	Rwy 84′

MISSED APCH: Climb STRAIGHT AHEAD to 760′, then turn RIGHT to VOR at 1970′ or above. Join the holding or as directed.
No turn permitted before THR. Missed apch requires a minimum climb gradient of 5.0% (304′/NM).



MSA PEK VOR

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 118 | Trans alt: 9850′ ❷

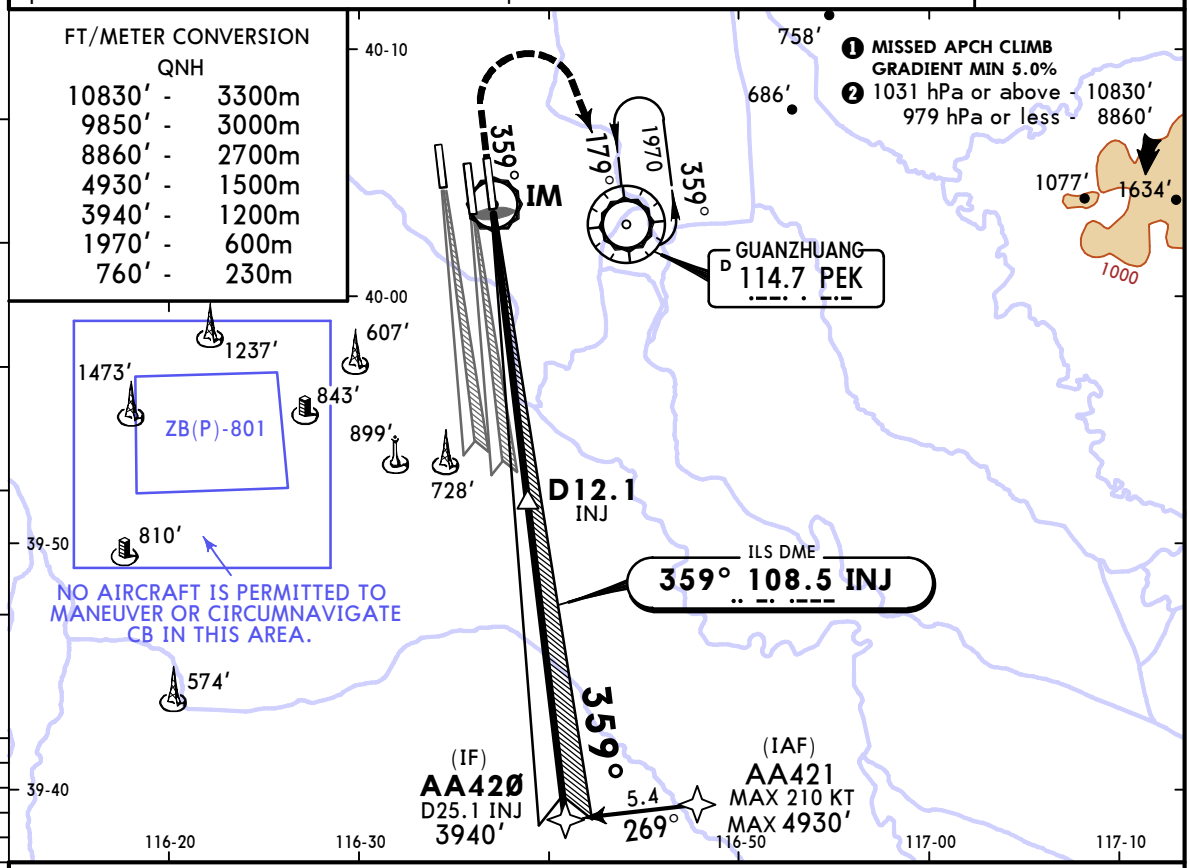
Special Aircrew and Aircraft Certification Required.

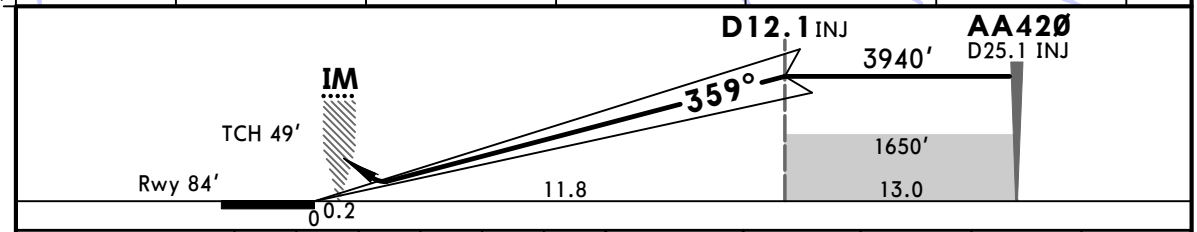
BRIEFING STRIP ™

FT/METER CONVERSION
QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
4930′ -	1500m
3940′ -	1200m
1970′ -	600m
760′ -	230m

❶ MISSED APCH CLIMB GRADIENT MIN 5.0%
❷ 1031 hPa or above - 10830′
979 hPa or less - 8860′





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

HIALS-II
PAPI

760′

MIN 1970′ RT

PEK 114.7

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 148′
DA(H) 234′ (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN

11-2CC

BEIJING, PR OF CHINA

❶ SA CAT I RNAV ILS DME Y Rwy 01

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

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

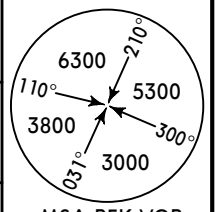
BRIEFING STRIP ™

LOC INJ	Final Apch Crs	D21.4 INJ	SA CAT I ILS	Apt Elev 116′
108.5	**359°**	**6890′** (6806′)	**RA 148′** DA(H) 234′ (150′)	Rwy 84′

MISSED APCH: Climb STRAIGHT AHEAD to 760′, then turn RIGHT to VOR at 1970′ or above. Join the holding or as directed.
No turn permitted before THR. Missed apch requires a minimum climb gradient of 5.0% (304′/NM).

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL 118 | Trans alt: 9850′ ❷

Special Aircrew and Aircraft Certification Required.

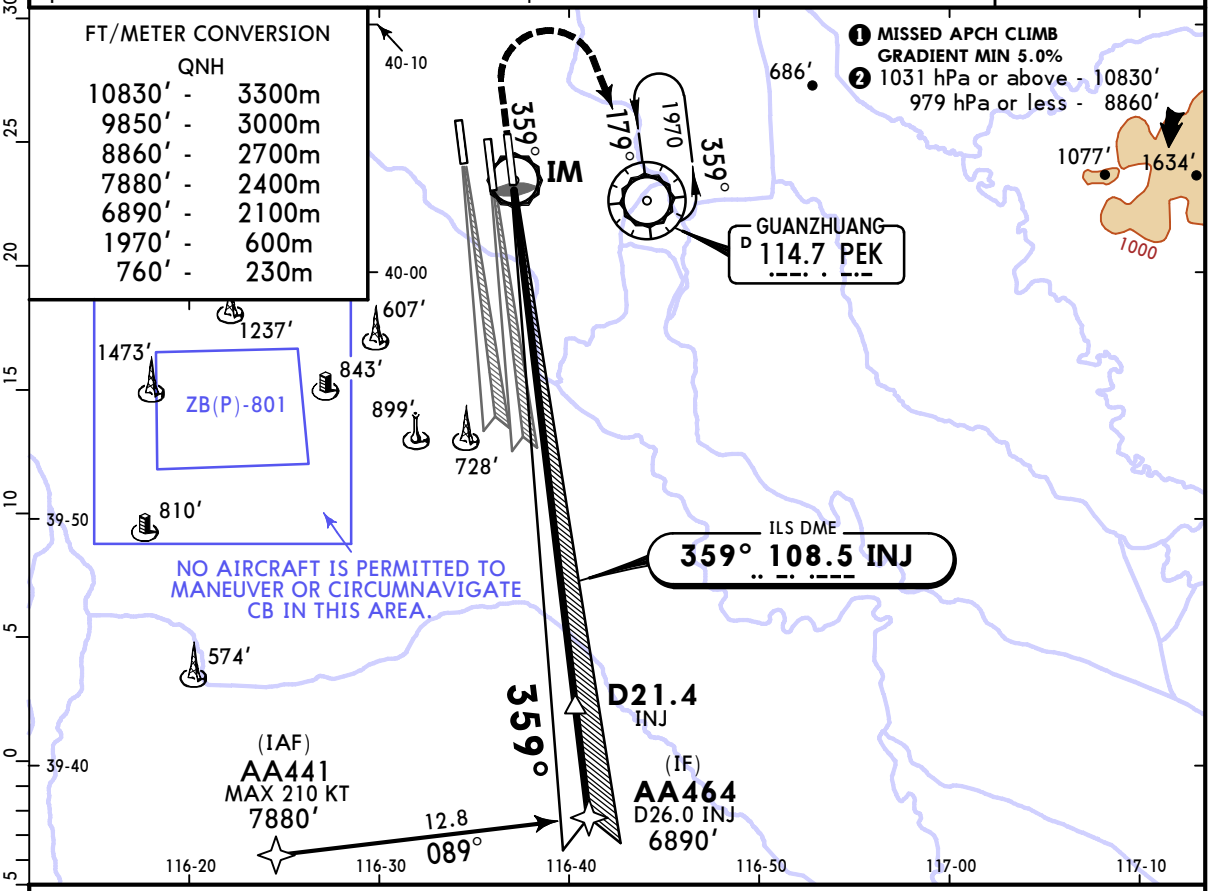


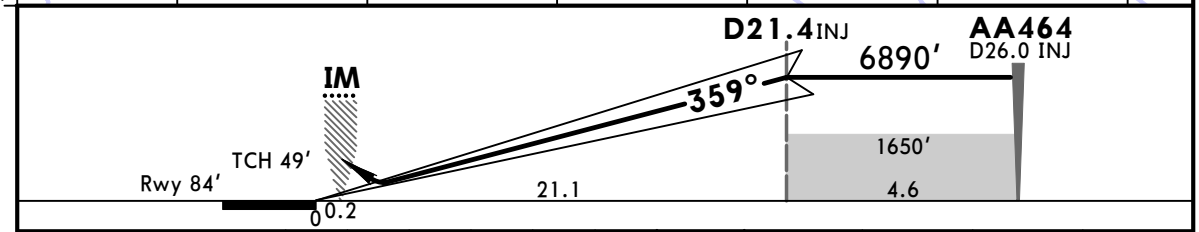
MSA PEK VOR

FT/METER CONVERSION

QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
7880′ -	2400m
6890′ -	2100m
1970′ -	600m
760′ -	230m

❶ MISSED APCH CLIMB GRADIENT MIN 5.0%
❷ 1031 hPa or above - 10830′
979 hPa or less - 8860′





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

HIALS-II
PAPI

760′

MIN 1970′ RT

PEK 114.7

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 148′
DA(H) **234′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

11-3

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

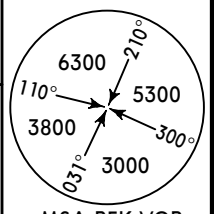
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

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

BRIEFING STRIP™

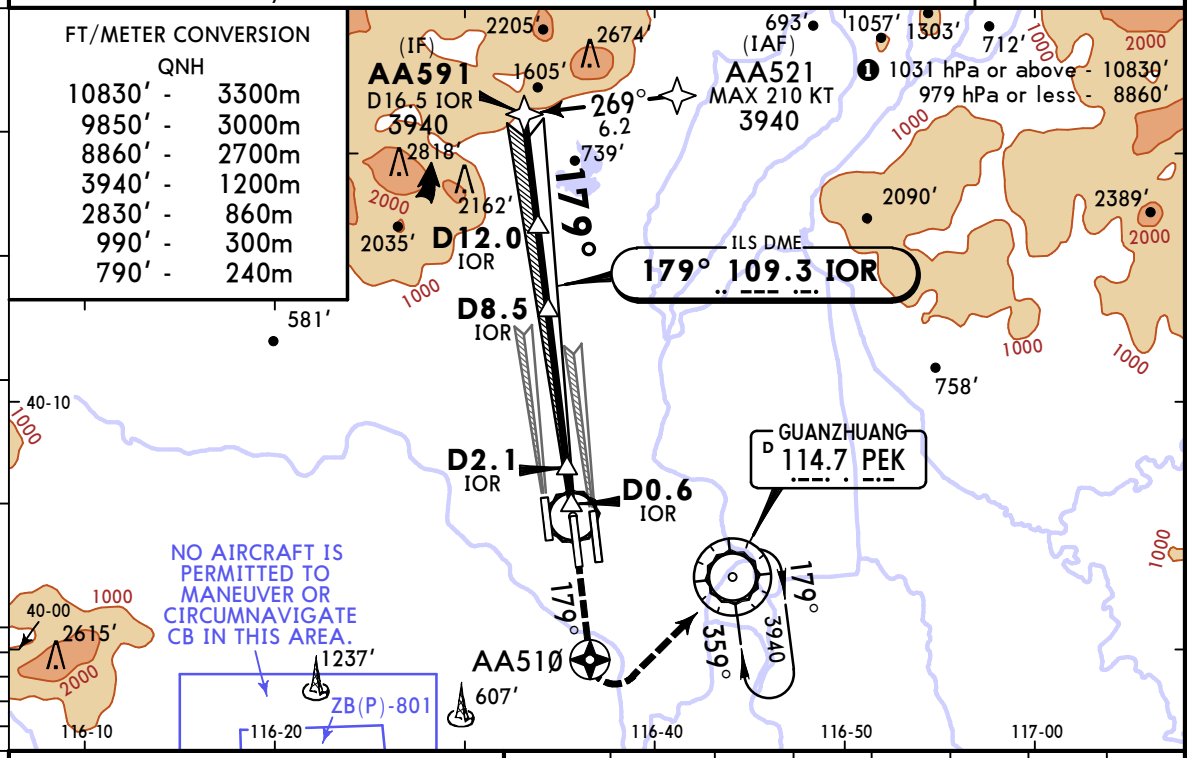
LOC IOR	Final Apch Crs	D12.0 IOR	ILS DA(H)	Apt Elev 116′
109.3	179°	3940′ (3830′)	310′ (200′)	Rwy 110′

MISSED APCH: Climb STRAIGHT AHEAD to AA51Ø (MAX 210 KT) at 990′ or above, then turn LEFT and climb to PEK VOR at 3940′ with climb gradient 4.5%. Join the holding or as directed.

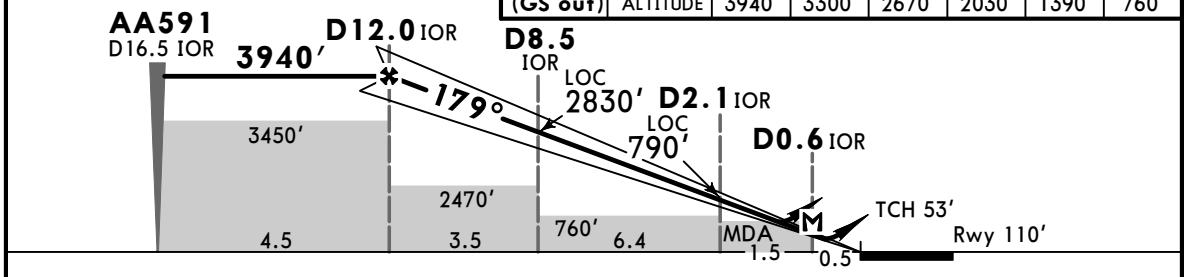


MSA PEK VOR

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶



LOC (GS out)	IOR DME	12.0	10.0	8.0	6.0	4.0	2.0
	ALTITUDE	3940′	3300′	2670′	2030′	1390′	760′



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

HIALS
PAPI

MAX 210 KT

AA51Ø

State STRAIGHT-IN LANDING

PANS OPS

	ILS DA(H) 310′ (200′) FULL	ILS DA(H) 310′ (200′) ALS out	LOC (GS out) CDFA MDA(H) 510′ (400′)	LOC (GS out) CDFA MDA(H) 510′ (400′) ALS out
A	❶ R550m V800m	V1200m	R/V1500m	V2400m
B				
C				
D				

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

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

11-4

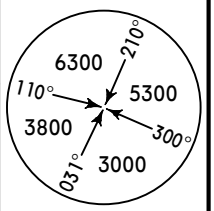
BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 18L

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

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

LOC IOR	Final Apch Crs	D15.1 IOR	ILS DA(H)	Apt Elev 116′
109.3	179°	4930′ (4820′)	310′ (200′)	Rwy 110′

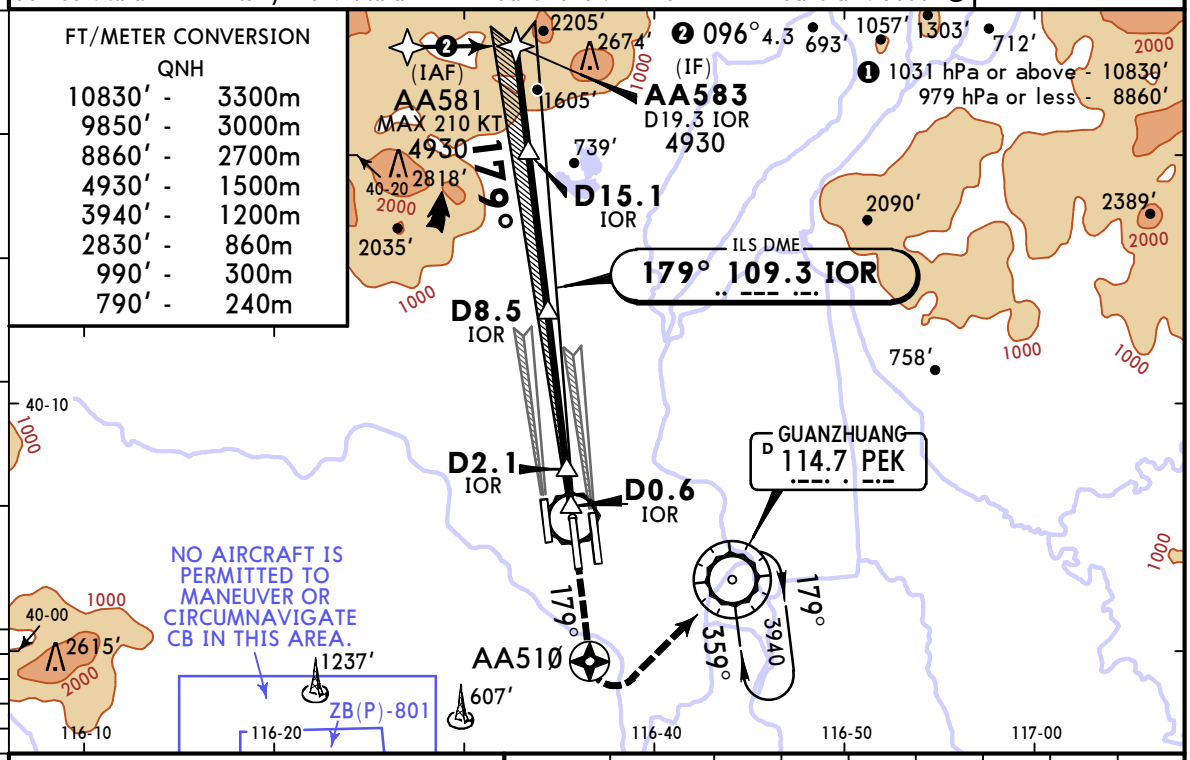
MISSED APCH: Climb STRAIGHT AHEAD to AA51Ø (MAX 210 KT) at 990′ or above, then turn LEFT and climb to PEK VOR at 3940′ with climb gradient 4.5%. Join the holding or as directed.



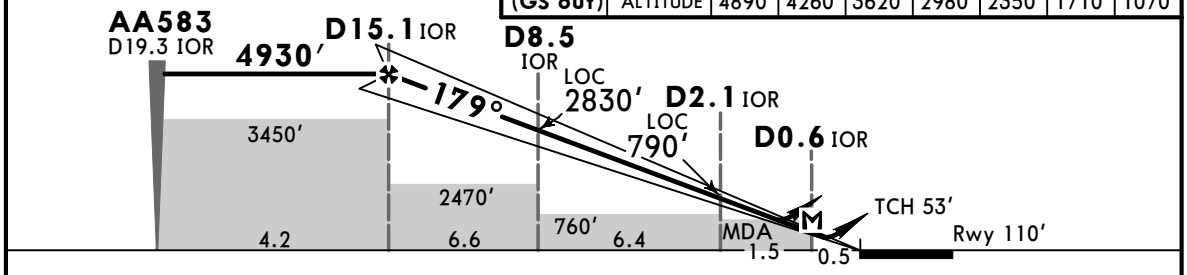
MSA PEK VOR

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

BRIEFING STRIP ™



LOC (GS out)	IOR DME	15.0	13.0	11.0	9.0	7.0	5.0	3.0
	ALTITUDE	4890′	4260′	3620′	2980′	2350′	1710′	1070′



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

HIALS
PAPI

MAX 210 KT

AA51Ø

PANS OPS

State — STRAIGHT-IN LANDING

	ILS DA(H) 310′ (200′)		LOC (GS out) CDFA MDA(H) 510′ (400′)	
	FULL	ALS out		ALS out
A	❶ R550m V800m	V1200m	R/V1500m	V2400m
B				
C				
D				

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

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

(11-5)

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

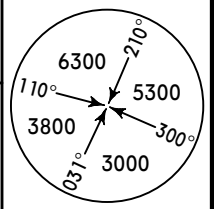
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

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

BRIEFING STRIP ™

LOC ILG	Final Apch Crs	D12.0 ILG	ILS DA(H) Refer to Minimums	Apt Elev 116'
110.3	179°	3940' (3825')		Rwy 115'

MISSED APCH: Climb STRAIGHT AHEAD to 560', then turn RIGHT to SZY VOR at 2300' or above, fly to AA5Ø5 at 3940' or above or as directed. No turn permitted before THR.



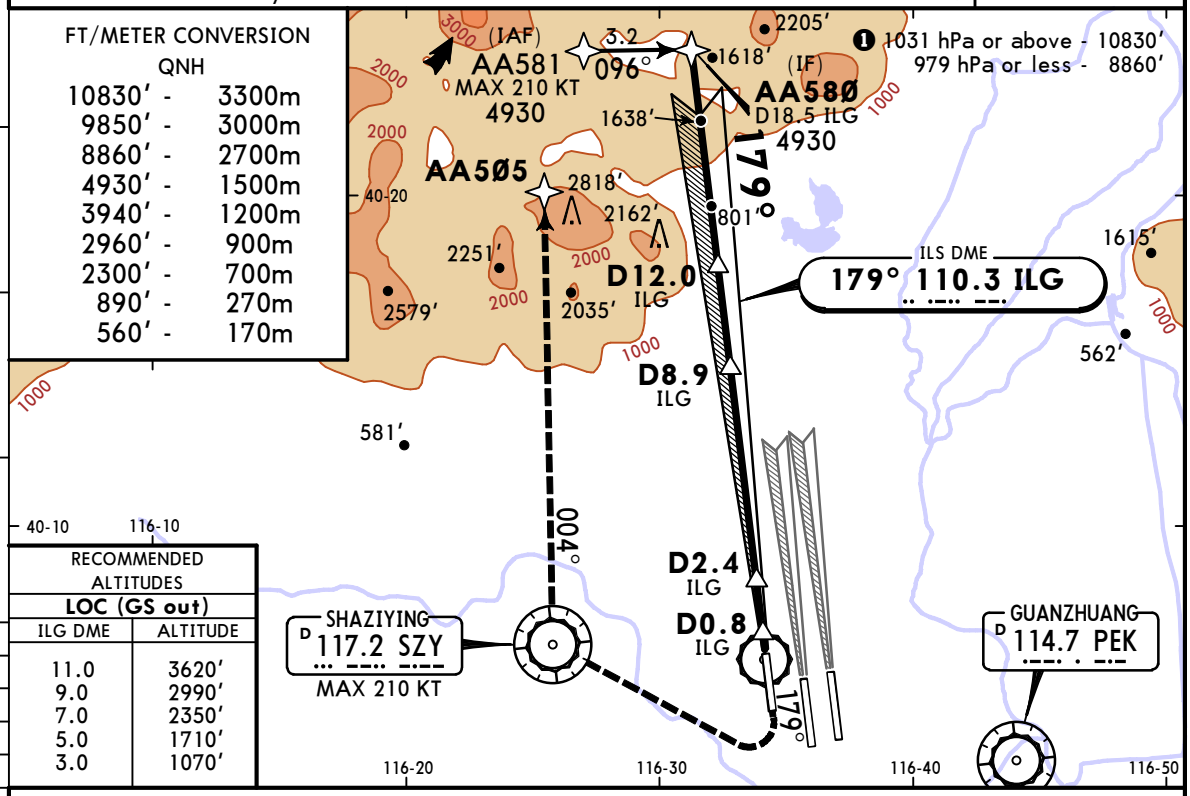
MSA PEK VOR

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850' ❶

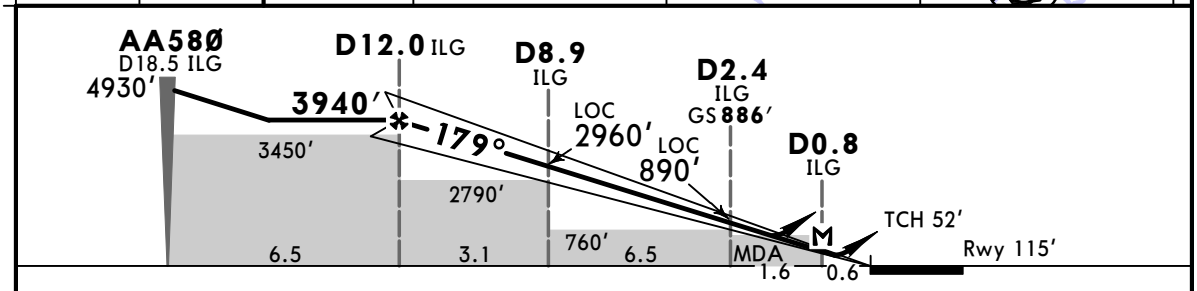
FT/METER CONVERSION

QNH	
10830' -	3300m
9850' -	3000m
8860' -	2700m
4930' -	1500m
3940' -	1200m
2960' -	900m
2300' -	700m
890' -	270m
560' -	170m

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



RECOMMENDED ALTITUDES	
LOC (GS out)	
ILG DME	ALTITUDE
11.0	3620'
9.0	2990'
7.0	2350'
5.0	1710'
3.0	1070'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 ILG							

HIALS | PAPI

560'

MIN 2300' RT

SZY 117.2

State STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	DA(H) AB: 315' (200') CD: 328' (213')		CDFA MDA(H) 500' (385')	
	FULL	ALS out		ALS out
A	❶ R550m V800m	V1200m	R/V1300m	V2200m
B				
C		V1300m		
D				

PANS OPS

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

CHANGES: D-ATIS frequency added.

ZBAA/PEK
CAPITAL

JEPPESEN
14 APR 23
Eff 19 Apr 1600Z
11-6

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

BRIEFING STRIP

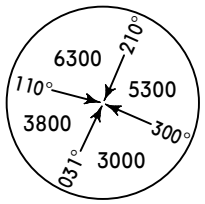
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

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

LOC ILG 110.3	Final Apch Crs 179°	D12.0 ILG 3940′ (3825′)	ILS DA(H) Refer to Minimums	Apt Elev 116′ Rwy 115′

MISSED APCH: Climb STRAIGHT AHEAD to 560′, then turn RIGHT to SZY VOR at 2300′ or above, fly to AA5Ø5 at 3940′ or above or as directed. No turn permitted before THR.

MSA PEK VOR

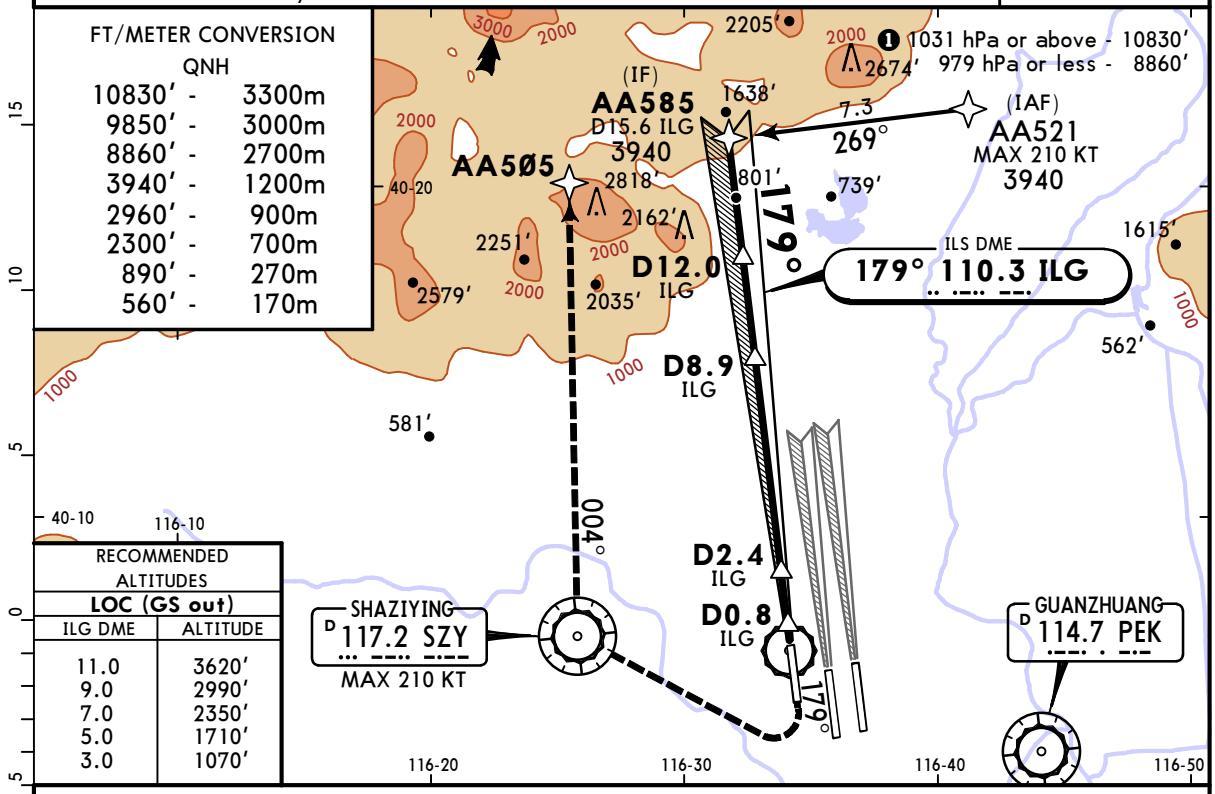


Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

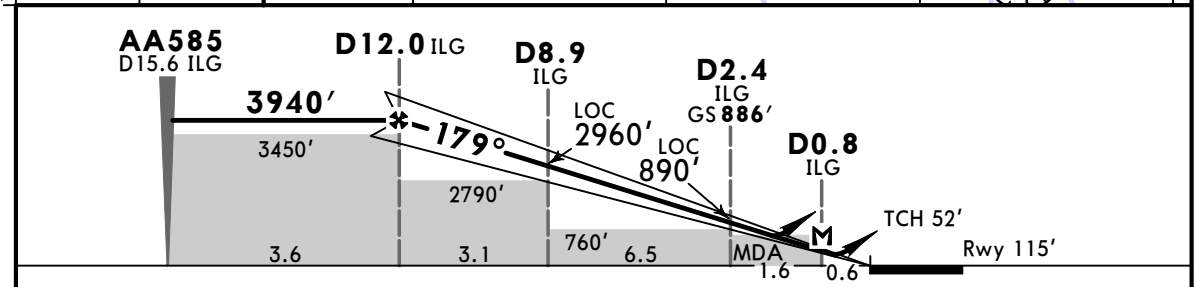
FT/METER CONVERSION

QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
3940′ -	1200m
2960′ -	900m
2300′ -	700m
890′ -	270m
560′ -	170m

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



RECOMMENDED ALTITUDES	
LOC (GS out)	
ILG DME	ALTITUDE
11.0	3620′
9.0	2990′
7.0	2350′
5.0	1710′
3.0	1070′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 ILG							

HIALS
PAPI

560′

MIN 2300′ RT

SZY 117.2

State STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	DA(H) AB: 315′ (200′) CD: 328′ (213′)		CDFA MDA(H) 500′ (385′)	
	FULL	ALS out		ALS out
A	❶ R550m V800m	V1200m	R/V1300m	V2200m
B				
C		V1300m		
D				

PANS OPS

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

CHANGES: D-ATIS frequency added.

ZBAA/PEK
CAPITAL

JEPPESEN
14 APR 23
Eff 19 Apr 1600Z
11-7

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 19

BRIEFING STRIP ™

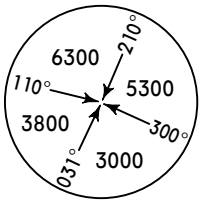
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

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

LOC ISZ	Final Apch Crs	D11.3 ISZ	ILS DA(H)	Apt Elev 116′
108.9	179°	3940′ (3846′)	294′ (200′)	Rwy 94′

MISSED APCH: Climb to 660′, then turn LEFT to PEK VOR at 1970′ or above. Join holding or as directed. No turn permitted before THR.

MSA PEK VOR

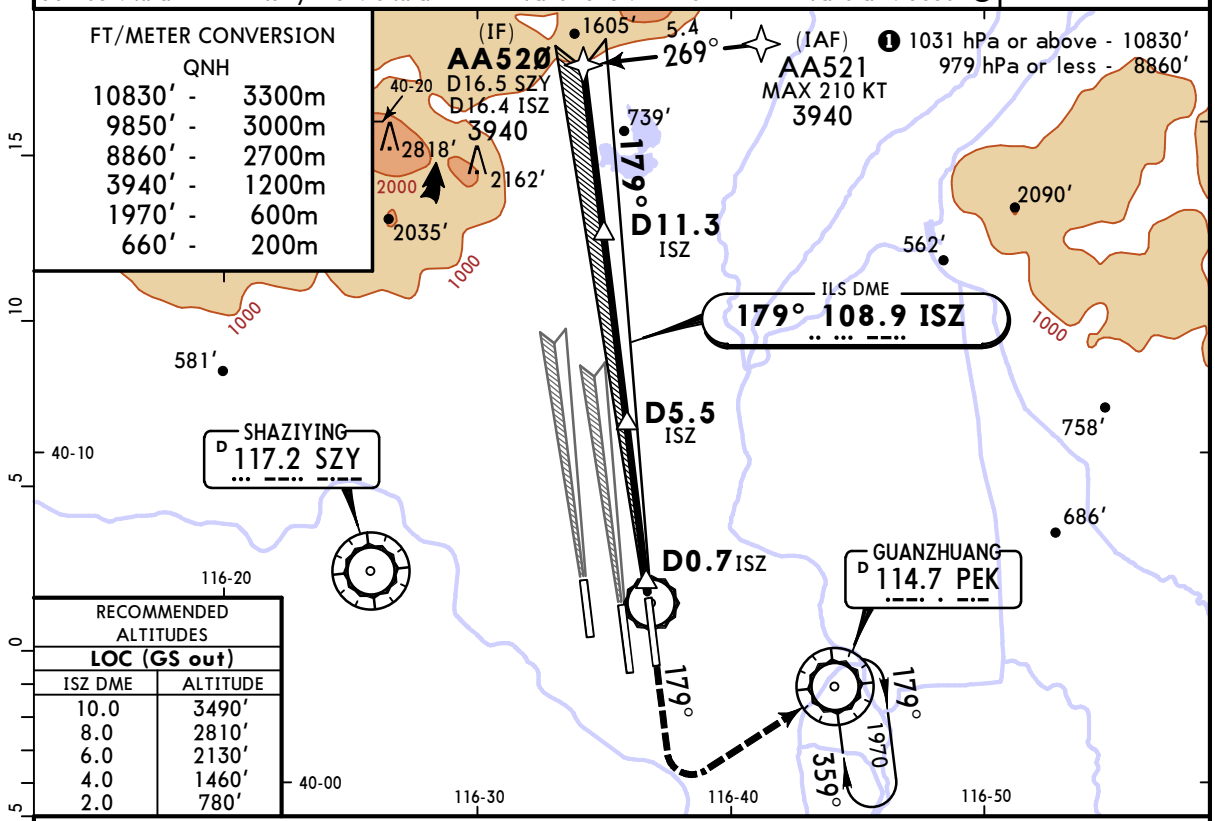


Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

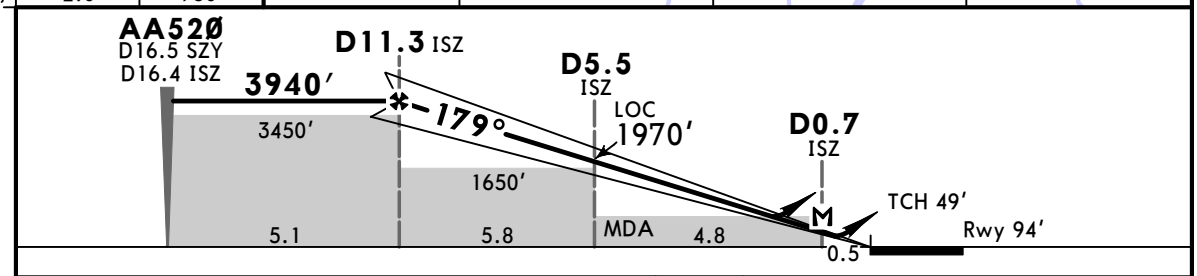
FT/METER CONVERSION

QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
3940′ -	1200m
1970′ -	600m
660′ -	200m

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



RECOMMENDED ALTITUDES	
LOC (GS out)	
ISZ DME	ALTITUDE
10.0	3490′
8.0	2810′
6.0	2130′
4.0	1460′
2.0	780′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.20°	396	510	566	679	793	906
MAP at D0.7 ISZ							

HIALS
PAPI

660′

MIN 1970′ LT

PEK 114.7

State STRAIGHT-IN LANDING

	ILS DA(H) 294′ (200′)		LOC (GS out) CDFA MDA(H) 560′ (466′)	
	FULL	ALS out		ALS out
A	❶ R550m V800m	V1200m	R/V1700m	V2600m
B				
C				
D				

PANS OPS

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

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

11-8

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 19

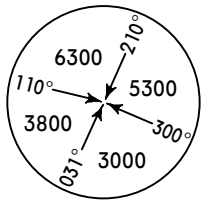
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

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

BRIEFING STRIP ™

LOC ISZ	Final Apch Crs	D14.2 ISZ	ILS DA(H)	Apt Elev 116'
108.9	179°	4930' (4836')	294' (200')	Rwy 94'

MISSED APCH: Climb to 660', then turn LEFT to PEK VOR at 1970' or above. Join holding or as directed. No turn permitted before THR.



MSA PEK VOR

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: FL118 | Trans alt: 9850' ❶

FT/METER CONVERSION

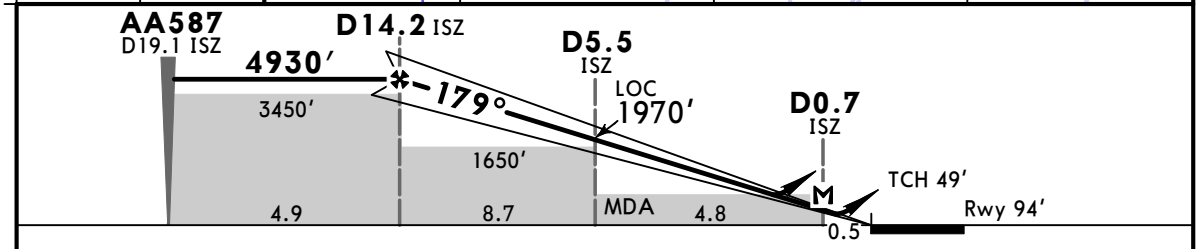
QNH	
10830' -	3300m
9850' -	3000m
8860' -	2700m
4930' -	1500m
1970' -	600m
660' -	200m

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

5.2
096°
1618'
(IAF)
AA581
MAX 210 KT
4930
2000
2674'
(IF)
1605'
AA587
D19.1 ISZ
4930
179°
739'
D14.2
ISZ
40-20
2818'
2162'
2000
2035'
2127'
2579'
2000
1000
581'
1057'
1000
712'
2090'
562'
ILS DME
179° 108.9 ISZ
1000
758'
D5.5
ISZ
40-10
686'
116-20
D0.7 ISZ
GUANZHUANG
D 114.7 PEK
179°
179°
1970
359°
NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.
40-00
116-30
116-40
116-50

RECOMMENDED ALTITUDES
LOC (GS out)

ISZ DME	ALTITUDE
14.0	4850'
12.0	4170'
10.0	3490'
8.0	2810'
6.0	2130'
4.0	1460'
2.0	780'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.20°	396	510	566	679	793	906
MAP at D0.7 ISZ							

HIALS
PAPI

660'

MIN
1970'
LT

PEK
114.7

PANS OPS

State — STRAIGHT-IN LANDING

	ILS DA(H) 294' (200')		LOC (GS out) CDFA MDA(H) 560' (466')	
	FULL	ALS out		ALS out
A B C D	❶ R550m V800m	V1200m	R/V1700m	V2600m

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

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

(11-9)

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

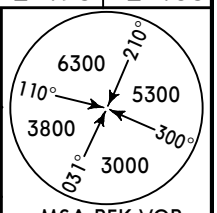
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
	APP01	APP02	APP03	APP09	APP10	APP11	APP12
128.65 (Chinese 127.6)	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85

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

LOC IDK	Final Apch Crs	D18.2 IDK	ILS DA(H) Refer to Minimums	Apt Elev 116′
111.7	359°	5910′ (5803′)		Rwy 107′

MISSED APCH: Climb STRAIGHT AHEAD to 530′, turn LEFT to AA46Ø, fly to AA45Ø, turn LEFT and fly over AA461 at 6890′ or above, turn LEFT to SZY VOR at 6890′ or above, turn LEFT to PEK VOR at 6890′ or above. Join the holding or as directed. ❶

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❷



MSA PEK VOR

BRIEFING STRIP ™

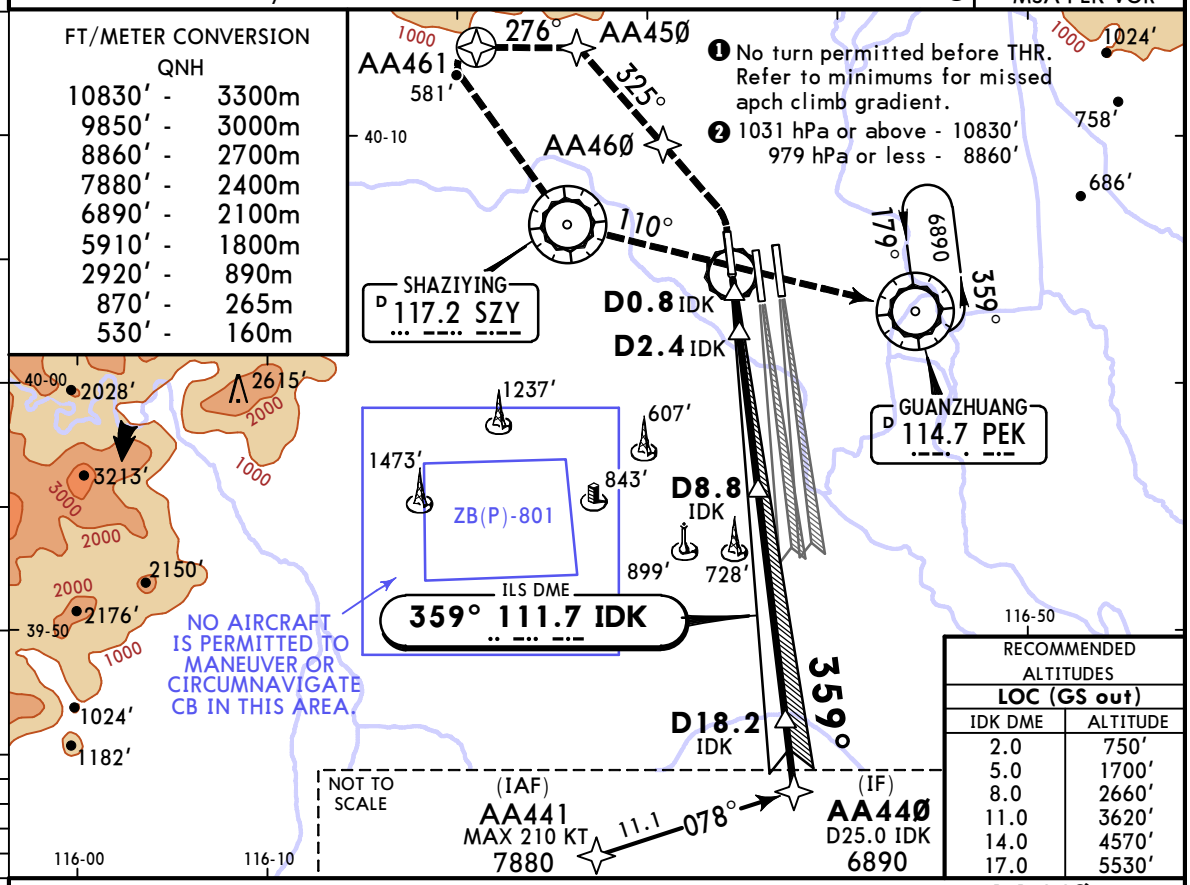
FT/METER CONVERSION

QNH

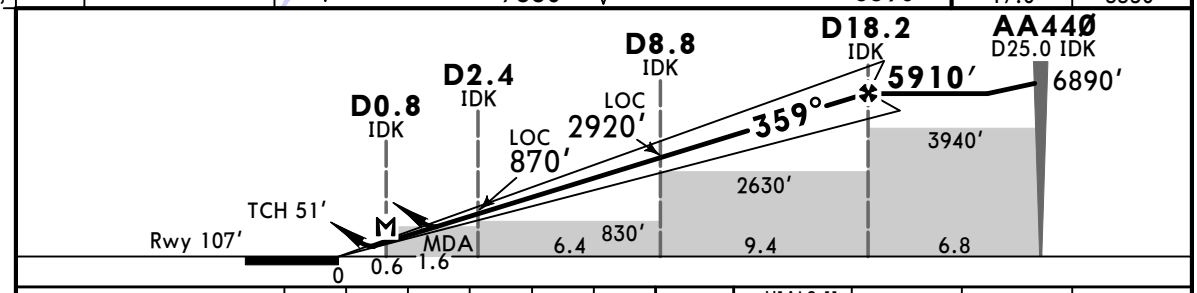
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
7880′ -	2400m
6890′ -	2100m
5910′ -	1800m
2920′ -	890m
870′ -	265m
530′ -	160m

❶ No turn permitted before THR. Refer to minimums for missed apch climb gradient.

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



RECOMMENDED ALTITUDES	
LOC (GS out)	
IDK DME	ALTITUDE
2.0	750′
5.0	1700′
8.0	2660′
11.0	3620′
14.0	4570′
17.0	5530′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 IDK							

HIALS-II | PAPI | 530′ | LT | AA46Ø

State

STRAIGHT-IN LANDING

ILS				LOC (GS out)	
MACG MIN 3.0%		MACG MIN 2.5%		CDFA	
DA(H) 307′ (200′)		DA(H) ABC: 307′ (200′) D: 320′ (213′)		MDA(H) 460′ (353′)	
FULL	ALS out	FULL	ALS out		ALS out
A R550m V800m	V1200m	R550m V800m	V1200m	R/V1100m	V2100m
B					
C			V1300m	R/V1200m	
D					

PANS OPS

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

11-10

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

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

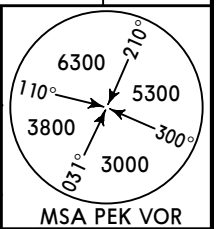
BEIJING Approach (R)				*BEIJING Tower	Ground				
APP15 125.8X	APP16 124.4X	APP17 120.6	APP18 125.5X	124.3	*GND01 121.9	GND02 121.8	*GND03 121.7	*GND04 121.75	*GND05 121.85

BRIEFING STRIP ™

LOC IDK	Final Apch Crs	D15.1 IDK	ILS DA(H) Refer to Minimums	Apt Elev 116′
111.7	359°	4930′ (4823′)		Rwy 107′

MISSED APCH: Climb STRAIGHT AHEAD to 530′, turn LEFT to AA46Ø, fly to AA45Ø, turn LEFT and fly over AA461 at 6890′ or above, turn LEFT to SZY VOR at 6890′ or above, turn LEFT to PEK VOR at 6890′ or above. Join the holding or as directed. ❶

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❷



MSA PEK VOR

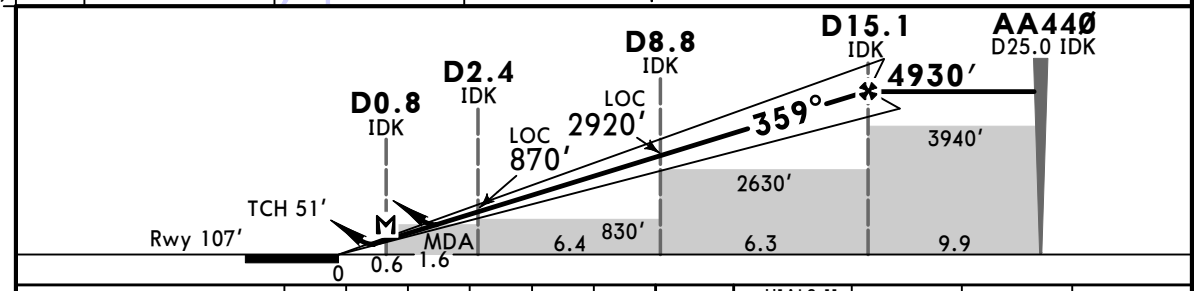
FT/METER CONVERSION
QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
6890′ -	2100m
4930′ -	1500m
2920′ -	890m
870′ -	265m
530′ -	160m

❶ No turn permitted before THR. Refer to minimums for missed apch climb gradient.
❷ 1031 hPa or above - 10830′
979 hPa or less - 8860′

AA461 581′ | 276° AA45Ø | 325° | AA46Ø | 110° | 179° | 6890 | 359°
SHAZIYING D 117.2 SZY
D0.8 IDK | D2.4 IDK | D8.8 IDK | D15.1 IDK
GUANZHUANG D 114.7 PEK
ZB(P)-801
ILS DME 359° 111.7 IDK
NO AIRCRAFT IS PERMITTED TO MANEUVER OR CIRCUMNAVIGATE CB IN THIS AREA.
(IF) AA44Ø D25.0 IDK 4930
7.3 | 278° | (IAF) AA421 MAX 210 KT MAX 4930
NOT TO SCALE
40-10 | 40-00 | 39-50 | 116-00 | 116-10 | 116-20

RECOMMENDED ALTITUDES	
LOC (GS out)	
IDK DME	ALTITUDE
3.0	1070′
5.0	1700′
7.0	2340′
9.0	2980′
11.0	3620′
13.0	4250′
15.0	4890′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 IDK							

HIALS-II | PAPI | 530′ | LT | AA46Ø

State — STRAIGHT-IN LANDING

ILS				LOC (GS out)	
MACG MIN 3.0%		MACG MIN 2.5%		CDFA	
DA(H) 307′ (200′)		DA(H) ABC: 307′ (200′) D: 320′ (213′)		MDA(H) 460′ (353′)	
FULL	ALS out	FULL	ALS out		ALS out
A R550m V800m	V1200m	R550m V800m	V1200m	R/V1100m	V2100m
B					
C			V1300m	R/V1200m	
D					

PANS OPS

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN

11-10A

BEIJING, PR OF CHINA

SA CAT I RNAV ILS DME Z Rwy 36L

BRIEFING STRIP

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

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

LOC IDK 111.7	Final Apch Crs 359°	D18.2 IDK 5910′ (5803′)	SA CAT I ILS RA 154′ DA(H) 257′ (150′)	Apt Elev 116′ Rwy 107′

MISSED APCH: Climb STRAIGHT AHEAD to 530′, turn LEFT to AA46Ø, fly to AA45Ø, turn LEFT and fly over AA461 at 6890′ or above, turn LEFT to SZY VOR at 6890′ or above, turn LEFT to PEK VOR at 6890′ or above. Join the holding or as directed. ❷

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL 118 | Trans alt: 9850′ ❸

MSA PEK VOR: 6300 (210°–110°), 5300 (110°–300°), 3800 (300°–031°), 3000 (031°–210°)

FT/METER CONVERSION

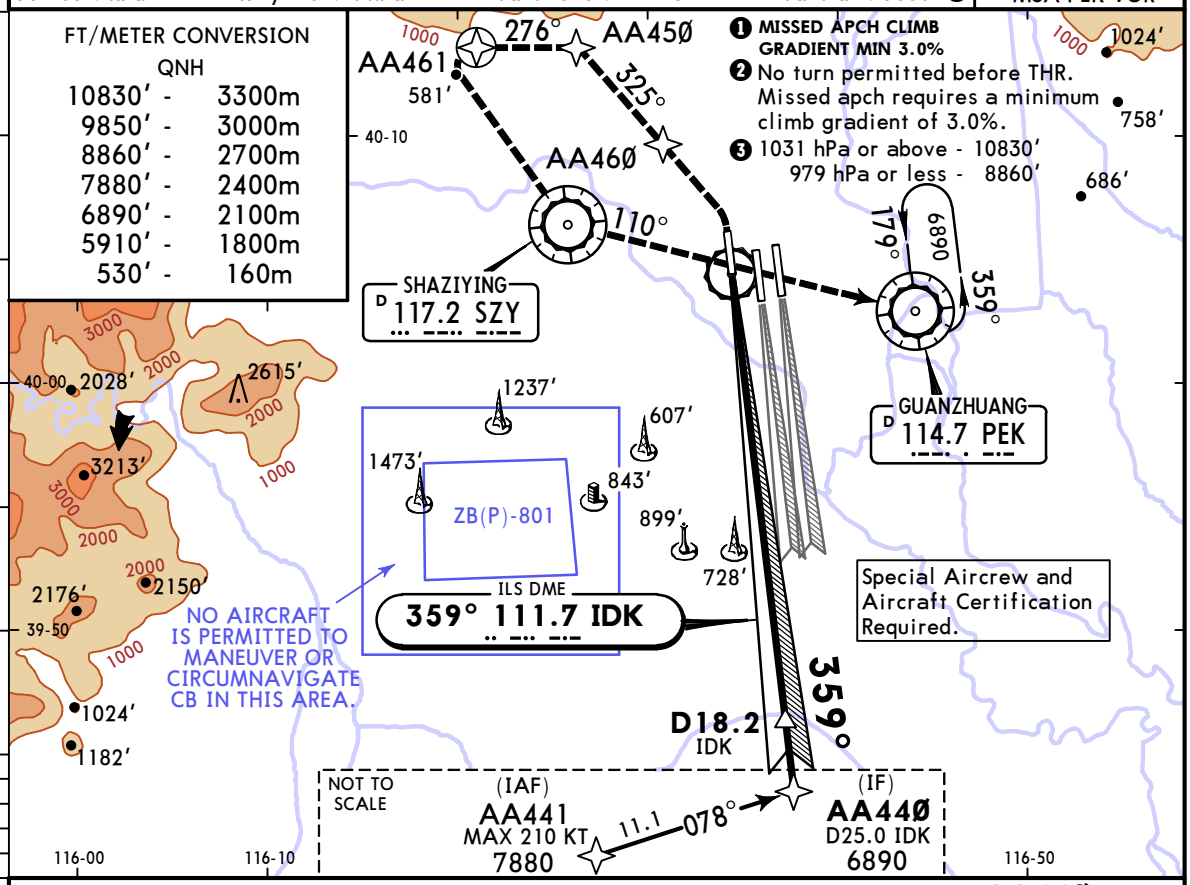
QNH

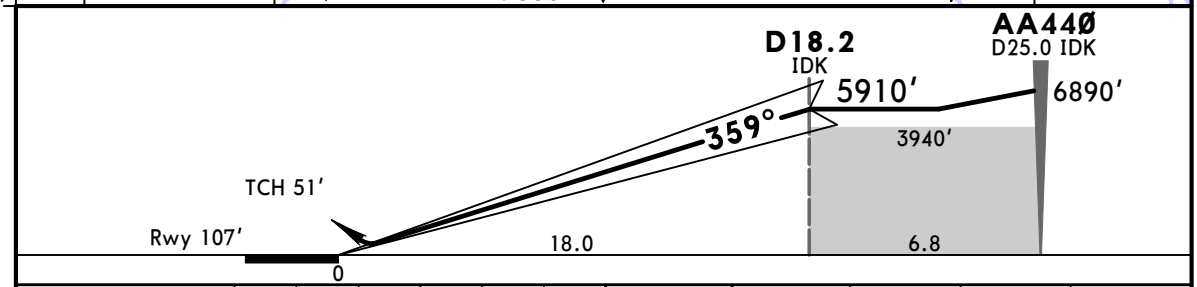
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
7880′ -	2400m
6890′ -	2100m
5910′ -	1800m
530′ -	160m

❶ MISSED APCH CLIMB GRADIENT MIN 3.0%

❷ No turn permitted before THR. Missed apch requires a minimum climb gradient of 3.0%.

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





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

HIALS-II | PAPI | 530′ | LT | AA46Ø

State

STRAIGHT-IN LANDING

❶ SA CAT I ILS

RA 154′
DA(H) 257′ (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN

11-10B

BEIJING, PR OF CHINA

SA CAT I RNAV ILS DME Y Rwy 36L

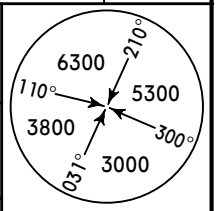
BRIEFING STRIP

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

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

LOC IDK 111.7	Final Apch Crs 359°	D15.1 IDK 4930′ (4823′)	SA CAT I ILS RA 154′ DA(H) 257′ (150′)	Apt Elev 116′ Rwy 107′

MISSED APCH: Climb STRAIGHT AHEAD to 530′, turn LEFT to AA46Ø, fly to AA45Ø, turn LEFT and fly over AA461 at 6890′ or above, turn LEFT to SZY VOR at 6890′ or above, turn LEFT to PEK VOR at 6890′ or above. Join the holding or as directed. ❷



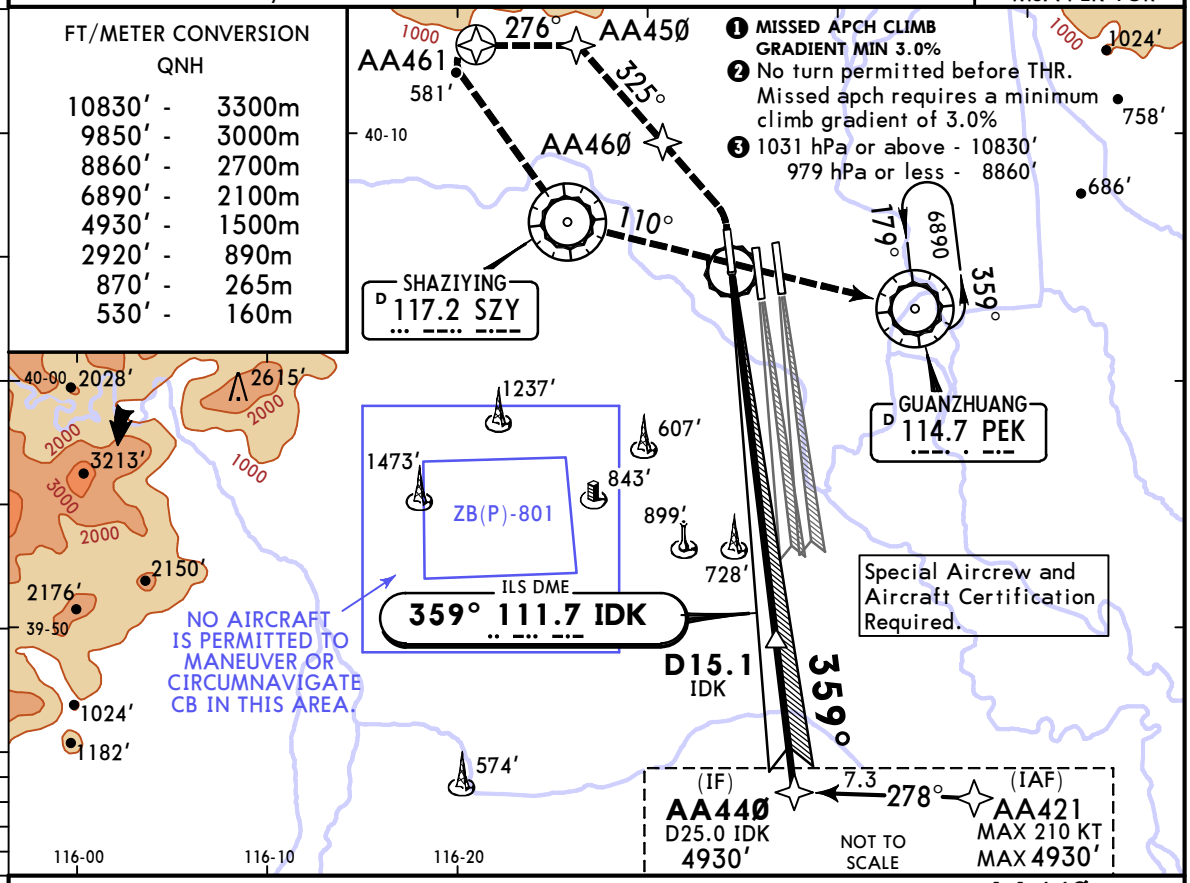
MSA PEK VOR

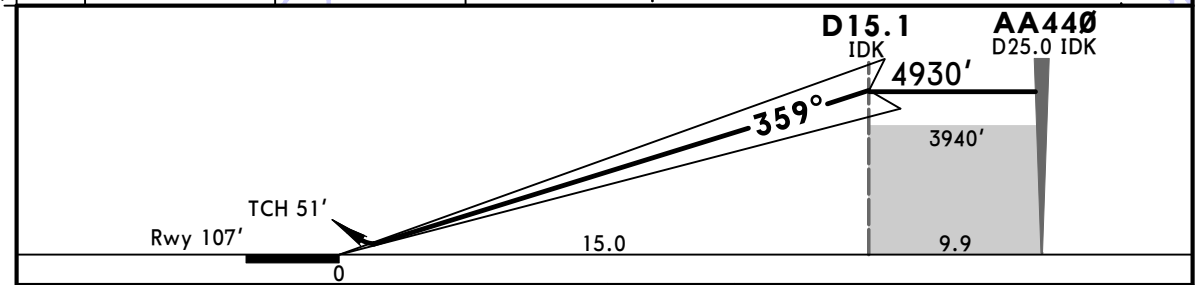
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL 118 | Trans alt: 9850′ ❸

FT/METER CONVERSION
QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
6890′ -	2100m
4930′ -	1500m
2920′ -	890m
870′ -	265m
530′ -	160m

❶ MISSED APCH CLIMB GRADIENT MIN 3.0%
❷ No turn permitted before THR. Missed apch requires a minimum climb gradient of 3.0%
❸ 1031 hPa or above - 10830′
979 hPa or less - 8860′





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

HIALS-II | PAPI | 530′ | LT | AA46Ø

PANS OPS

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 154′
DA(H) 257′ (150′)

R450m

❶ HUD required.

CHANGES: D-ATIS frequency added.

ZBAA/PEK
CAPITAL

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

11-11

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

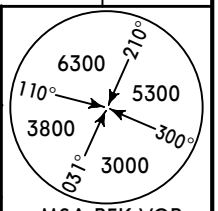
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

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

BRIEFING STRIP ™

LOC IQU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 116′
111.55	359°	No Alt published	298′ (200′)	Rwy 98′

MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990′ or above, then turn RIGHT to AA494 at 2300′ or above, fly to VOR at 3940′ with climb gradient 4.0%. Join the holding or as directed.



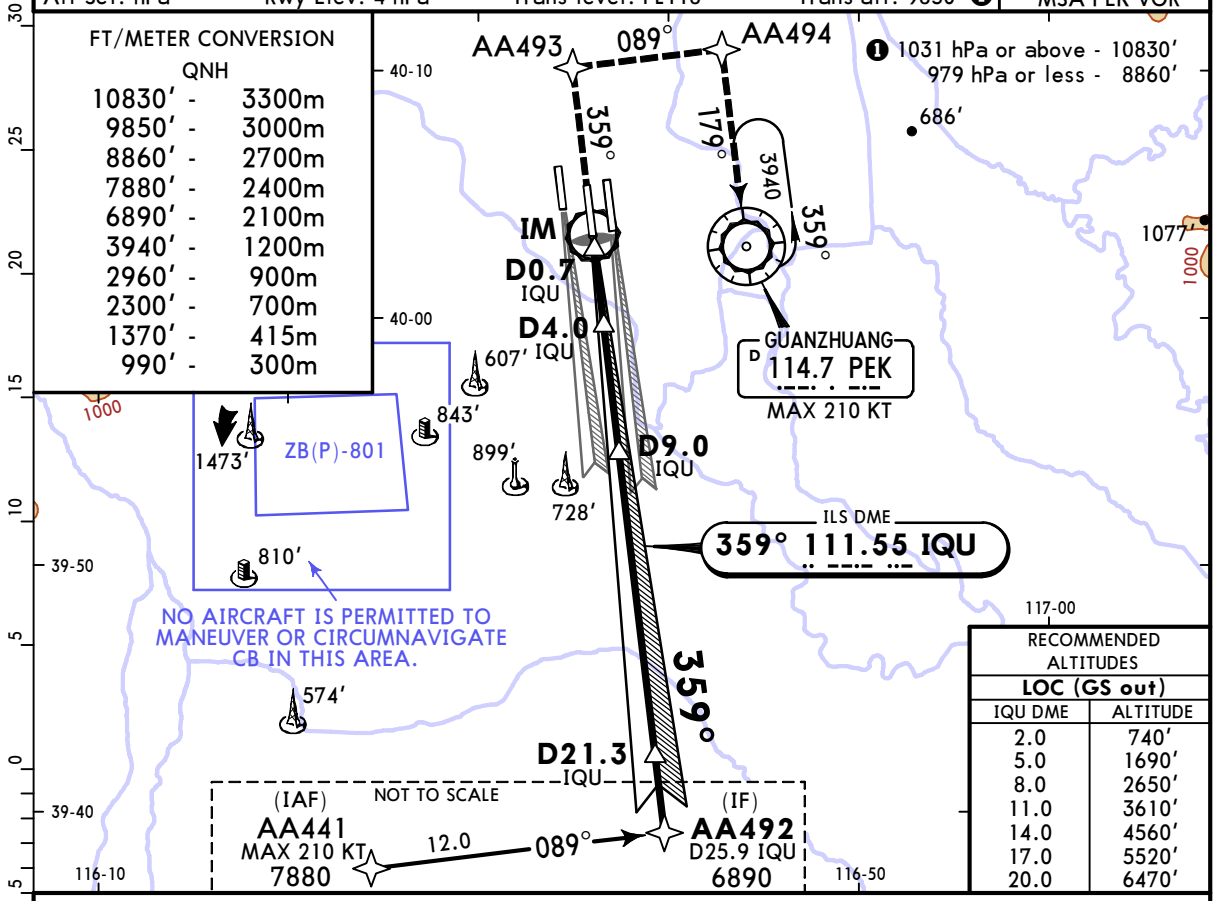
MSA PEK VOR

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

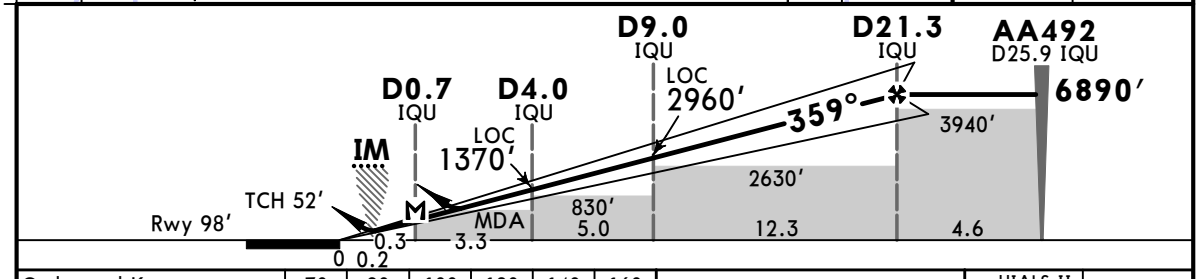
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

FT/METER CONVERSION

QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
7880′ -	2400m
6890′ -	2100m
3940′ -	1200m
2960′ -	900m
2300′ -	700m
1370′ -	415m
990′ -	300m



RECOMMENDED ALTITUDES	
LOC (GS out)	
IQU DME	ALTITUDE
2.0	740′
5.0	1690′
8.0	2650′
11.0	3610′
14.0	4560′
17.0	5520′
20.0	6470′



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

HIALS-II
PAPI

AA493

State

STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	DA(H) 298′ (200′)		CDFA MDA(H) 430′ (332′)	
	FULL	ALS out		ALS out
A	R550m V800m	V1200m	R/V1100m	V2000m
B				
C				
D			R/V1200m	

PANS OPS

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

14 APR 23 **Eff 19 Apr 1600Z**

JEPPESEN

11-11A

BEIJING, PR OF CHINA
CAT II/III RNAV ILS DME Z Rwy 36R

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

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

LOC IQU 111.55	Final Apch Crs 359°	GS No Alt published	CAT IIIA Refer to Minimums	CAT II ILS RA 108′ DA(H) 198′(100′)	Apt Elev 116′ Rwy 98′

MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990′ or above, then turn RIGHT to AA494 at 2300′ or above, fly to VOR at 3940′ with climb gradient 4.0%. Join the holding or as directed.

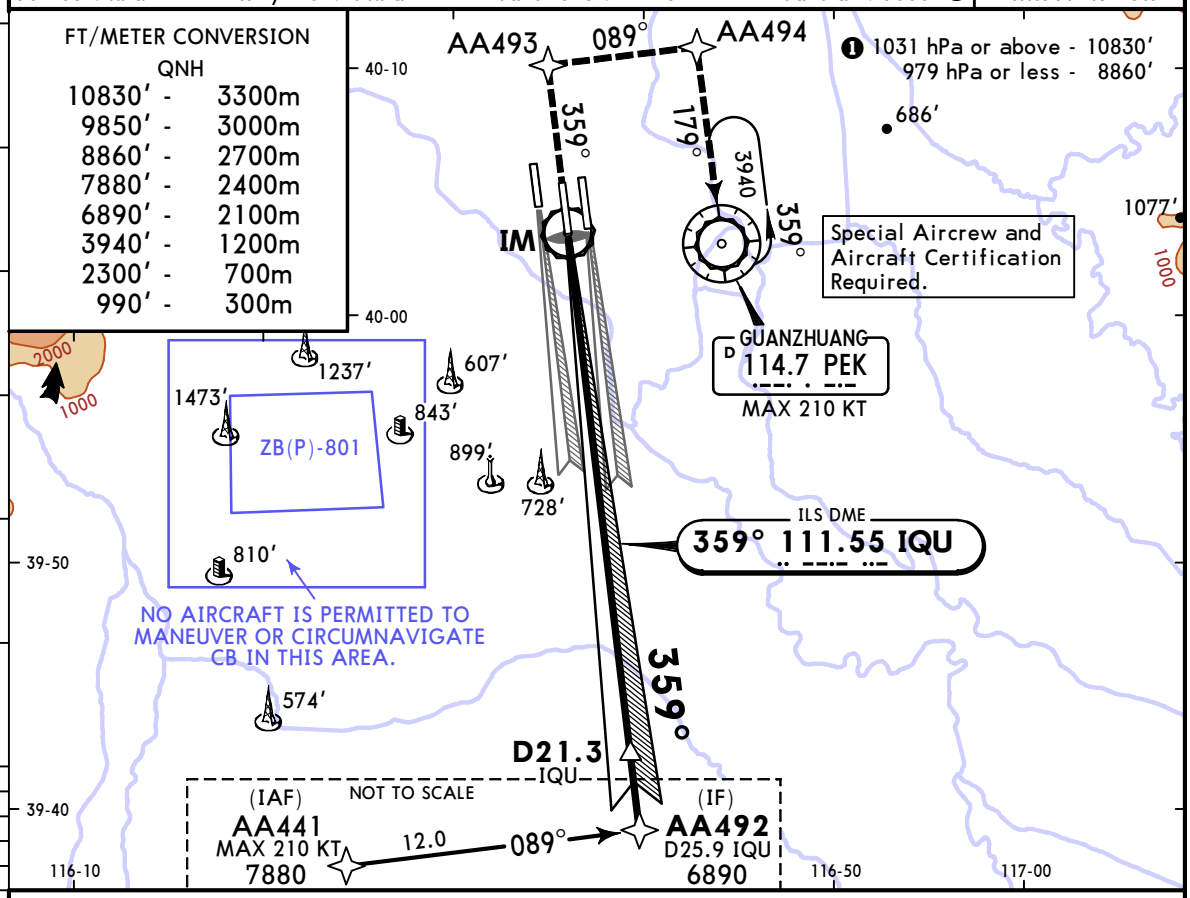
MSA PEK VOR: 6300 (210°–110°), 5300 (110°–300°), 3800 (300°–031°), 3000 (031°–210°)

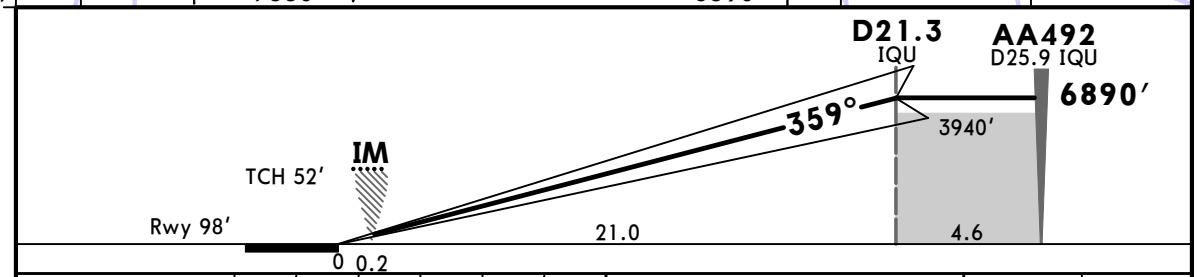
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

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

FT/METER CONVERSION

QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
7880′ -	2400m
6890′ -	2100m
3940′ -	1200m
2300′ -	700m
990′ -	300m





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

HIALS-II
PAPI
AA493

State

STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH RA 50′	RA 108′ DA(H) 198′(100′)
R175m	❶ R300m

❶ CAT D: R350m for manual operation below DH

PANS OPS

CHANGES: D-ATIS frequency added.

ZBAA/PEK
CAPITAL

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

11-12

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

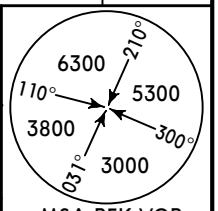
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
	APP01	APP02	APP03	APP09	APP10	APP11	APP12
128.65 (Chinese 127.6)	126.1X	119.0X	120.2X	121.1X	129.0X	119.7X	119.85

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

BRIEFING STRIP ™

LOC IQU	Final Apch Crs	D15.2 IQU	ILS DA(H)	Apt Elev 116′
111.55	359°	4930′ (4832′)	298′ (200′)	Rwy 98′

MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990′ or above, then turn RIGHT to AA494 at 2300′ or above, fly to VOR at 3940′ with climb gradient 4.0%. Join the holding or as directed.



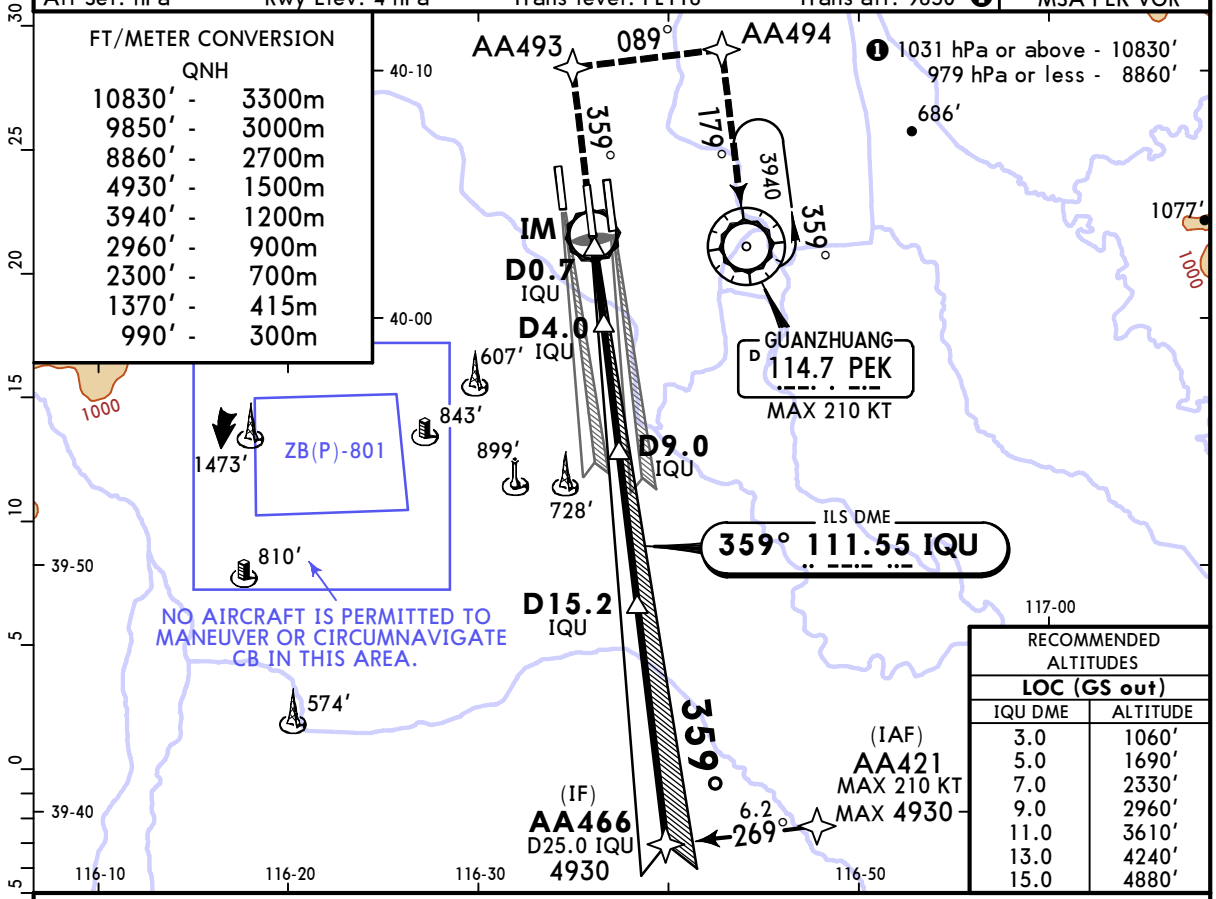
MSA PEK VOR

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

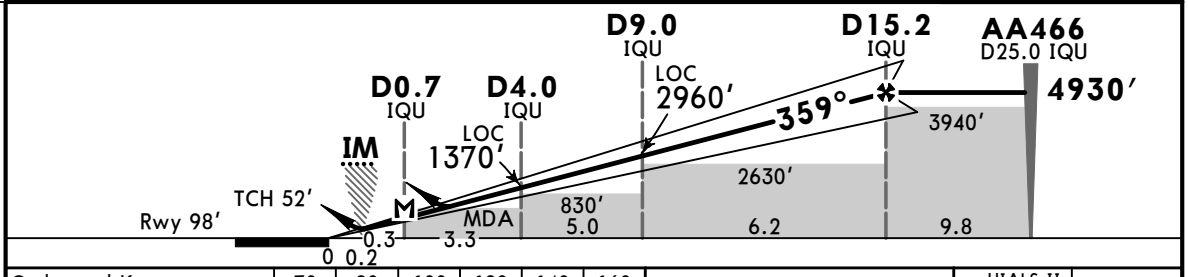
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

FT/METER CONVERSION

QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
4930′ -	1500m
3940′ -	1200m
2960′ -	900m
2300′ -	700m
1370′ -	415m
990′ -	300m



RECOMMENDED ALTITUDES	
LOC (GS out)	
IQU DME	ALTITUDE
3.0	1060′
5.0	1690′
7.0	2330′
9.0	2960′
11.0	3610′
13.0	4240′
15.0	4880′



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

HIALS-II
PAPI
AA493

State STRAIGHT-IN LANDING

PANS OPS

	ILS DA(H) 298′ (200′)		LOC (GS out) CDFA MDA(H) 430′ (332′)	
	FULL	ALS out		ALS out
A	R550m V800m	V1200m	R/V1100m	V2000m
B				
C				
D			R/V1200m	

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

14 APR 23 **Eff 19 Apr 1600Z**

JEPPESEN

11-12A

BEIJING, PR OF CHINA
CAT II/III RNAV ILS DME Y Rwy 36R

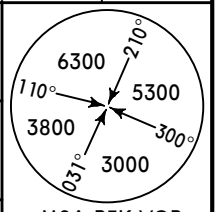
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

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

BRIEFING STRIP™

LOC IQU 111.55	Final Apch Crs 359°	D15.2 IQU 4930′ (4832′)	CAT IIIA Refer to Minimums	CAT II ILS RA 108′ DA(H) 198′ (100′)	Apt Elev 116′ Rwy 98′

MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990′ or above, then turn RIGHT to AA494 at 2300′ or above, fly to VOR at 3940′ with climb gradient 4.0%. Join the holding or as directed.



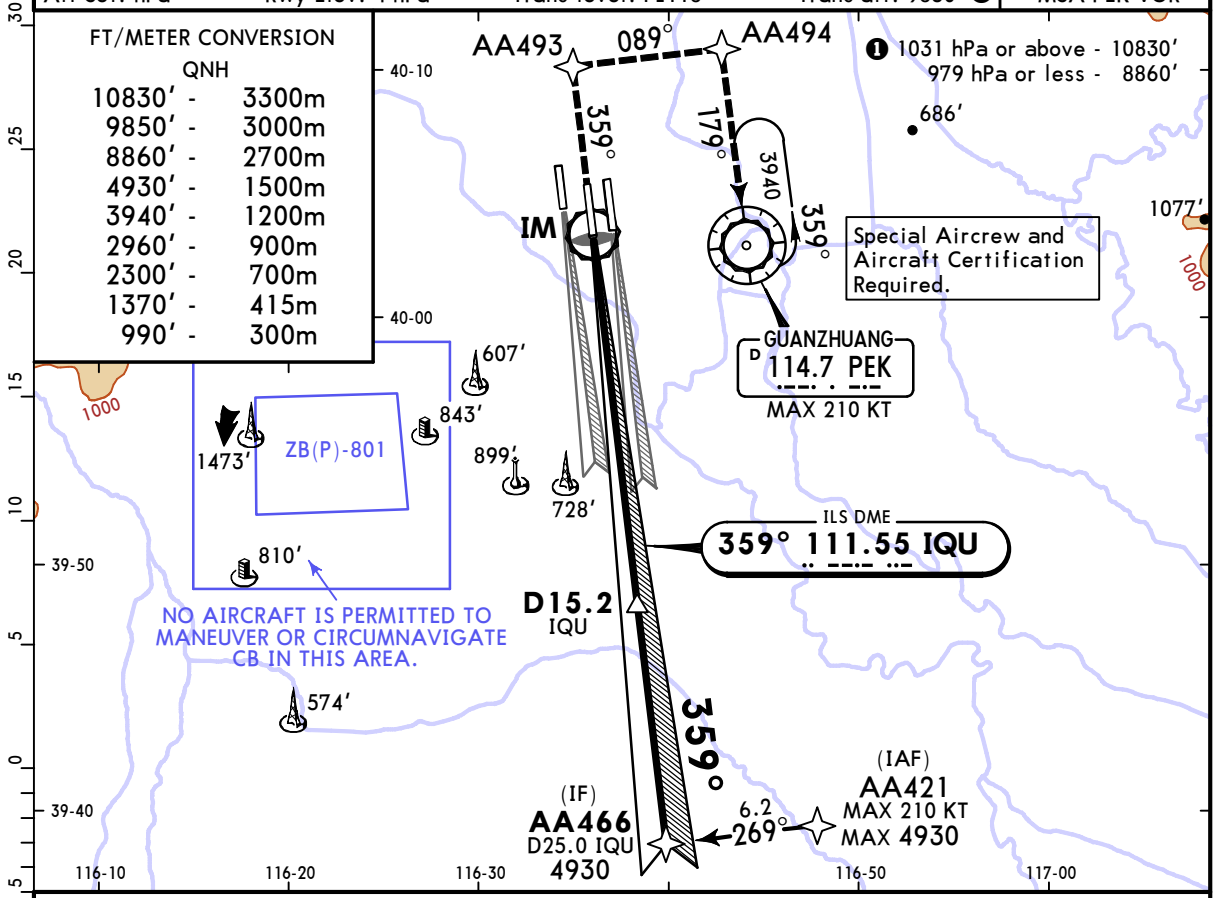
MSA PEK VOR

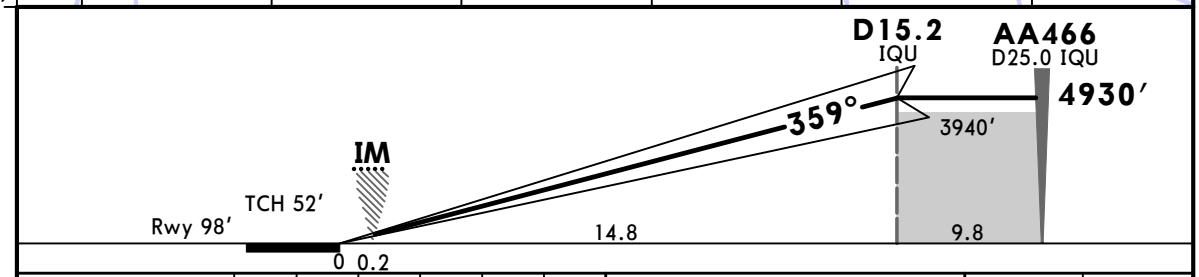
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL118 | Trans alt: 9850′ ❶

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

FT/METER CONVERSION

QNH	
10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
4930′ -	1500m
3940′ -	1200m
2960′ -	900m
2300′ -	700m
1370′ -	415m
990′ -	300m





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

HIALS-II
PAPI

AA493

State STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH RA 50′	RA 108′ DA(H) 198′ (100′)
R175m	❶ R300m

❶ CAT D: R350m for manual operation below DH

PANS OPS

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

JEPPESEN

14 APR 23
Eff 19 Apr 1600Z

11-12B

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

BRIEFING STRIP™

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

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

LOC IQU	Final Apch Crs	D21.3 IQU	SA CAT I ILS	Apt Elev 116′
111.55	359°	6890′ (6792′)	RA 157′ DA(H) 248′ (150′)	Rwy 98′

MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990′ or above, then turn RIGHT to AA494 at 2300′ or above, fly to VOR at 3940′ with climb gradient 4.0%. Join the holding or as directed.

MSA PEK VOR: 6300 (210°–110°), 5300 (110°–300°), 3800 (300°–031°), 3000 (031°–210°)

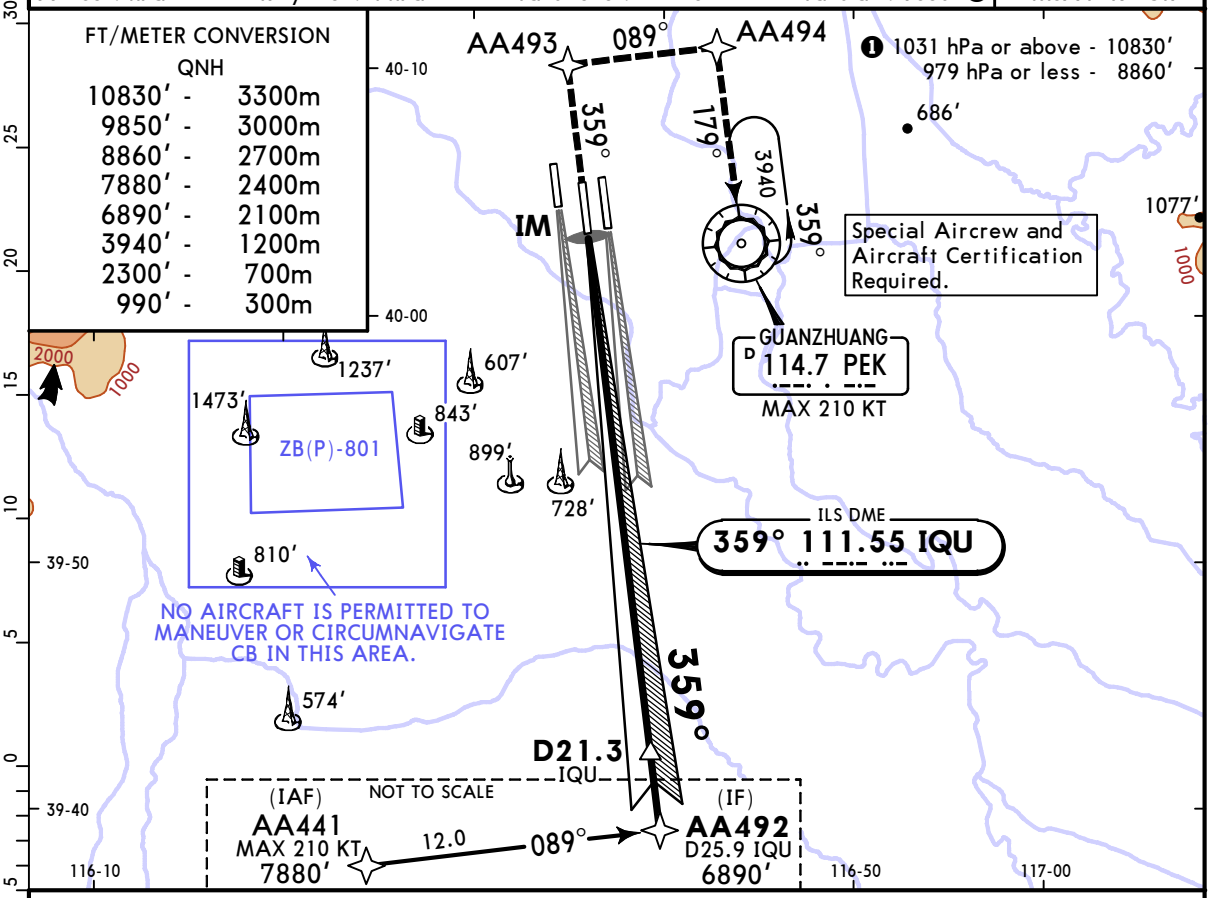
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶

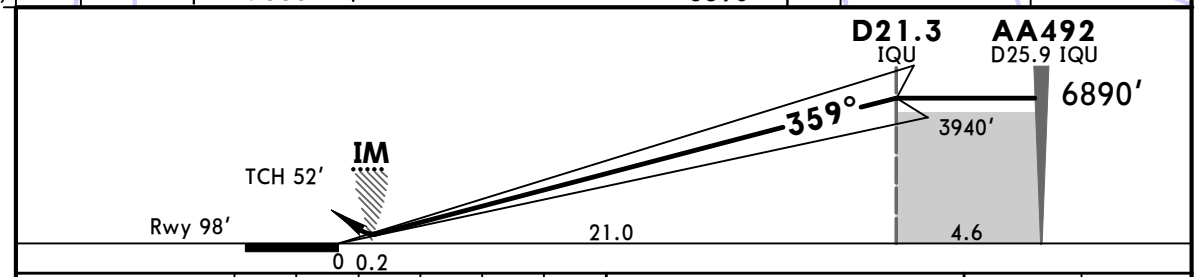
❶ 1031 hPa or above - 10830′
979 hPa or less - 8860′

FT/METER CONVERSION

QNH

10830′ -	3300m
9850′ -	3000m
8860′ -	2700m
7880′ -	2400m
6890′ -	2100m
3940′ -	1200m
2300′ -	700m
990′ -	300m





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

HIALS-II
PAPI

AA493

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 157′
DA(H) **248′** (150′)

R450m

PANS OPS

❶ HUD required.

CHANGES: D-ATIS frequency added.

ZBAA/PEK CAPITAL

14 APR 23
Eff 19 Apr 1600Z

JEPPESEN

11-12C

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

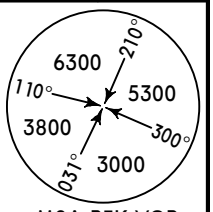
D-ATIS	CAPITAL Approach (R)			BEIJING Approach (R)			
128.65 (Chinese 127.6)	APP01 126.1X	APP02 119.0X	APP03 120.2X	APP09 121.1X	APP10 129.0X	APP11 119.7X	APP12 119.85

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

BRIEFING STRIP™

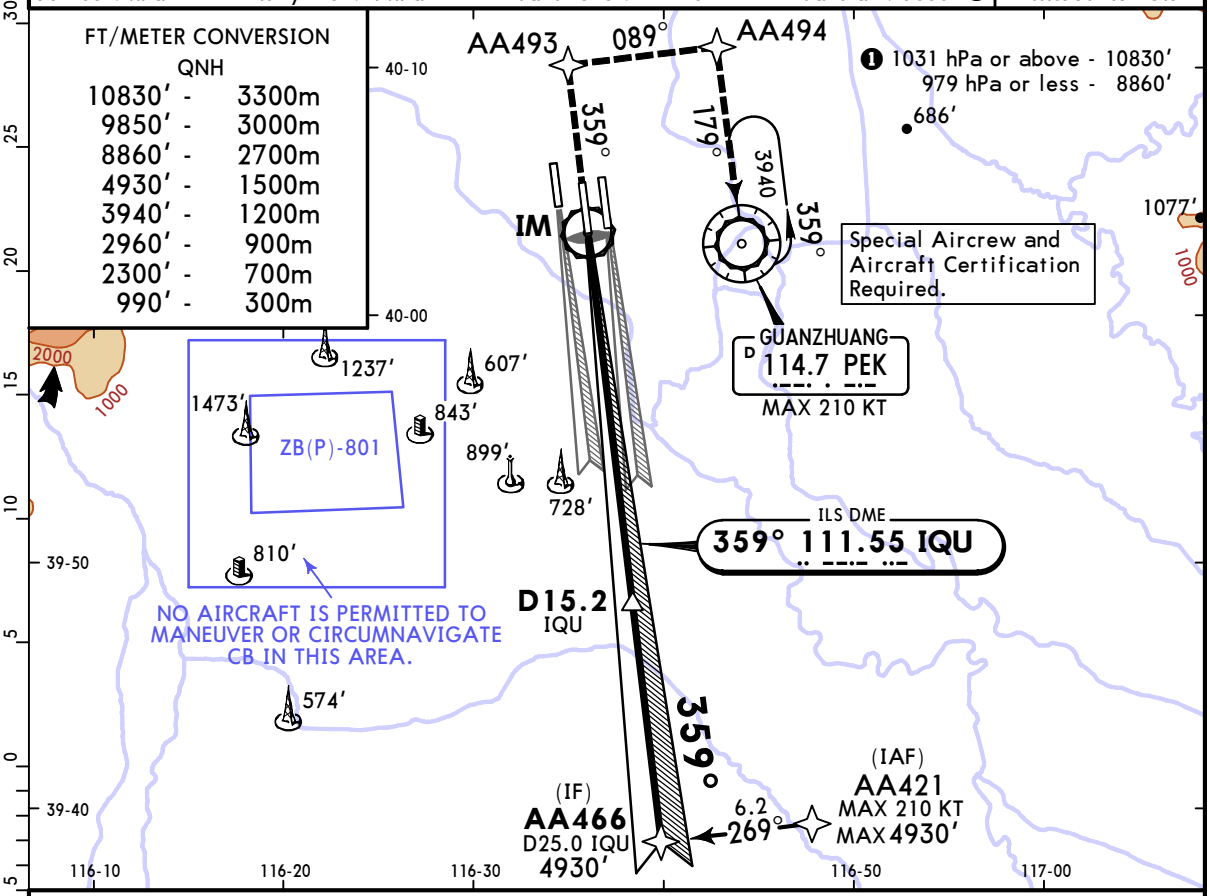
LOC IQU	Final Apch Crs	D15.2 IQU	SA CAT I ILS	Apt Elev 116′
111.55	359°	4930′ (4832′)	RA 157′ DA(H) 248′ (150′)	Rwy 98′

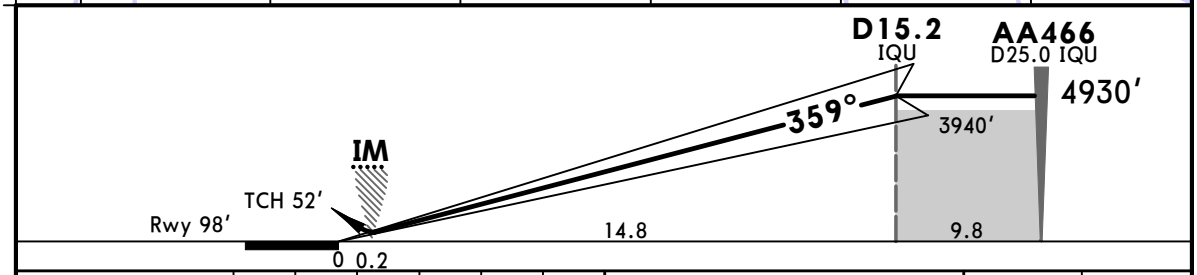
MISSED APCH: Climb STRAIGHT AHEAD to AA493 at 990′ or above, then turn RIGHT to AA494 at 2300′ or above, fly to VOR at 3940′ with climb gradient 4.0%. Join the holding or as directed.



MSA PEK VOR

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: FL 118 | Trans alt: 9850′ ❶





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

HIALS-II
PAPI
AA493

PANS OPS

State

STRAIGHT-IN LANDING
❶ SA CAT I ILS

RA 157′
DA(H) **248′** (150′)

R450m

❶ HUD required.

CHANGES: D-ATIS frequency added.

Chart changes since cycle 13-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CHENGDU, (TIANFU - ZUTF)				
DEL	BUPMI & MEXAD 6M & 8M RNA...	20-2	07 Jul 2023	12 Jul 2023
ADD	BUPMI & MEXAD 6M, 8M & 9M...	20-2	07 Jul 2023	12 Jul 2023
REV	BUPMI & MEXAD 8V RNAV ARR...	20-2A	07 Jul 2023	12 Jul 2023
REV	BOKIR, SAGPI & UBRAB 9C R...	20-3	07 Jul 2023	12 Jul 2023
REV	BOKIR, SAGPI & UBRAB 9E R...	20-3A	07 Jul 2023	12 Jul 2023
REV	ATVAX, LUVEN & MUMGO 9C R...	20-3F	07 Jul 2023	12 Jul 2023
REV	ATVAX, LUVEN & MUMGO 9E R...	20-3G	07 Jul 2023	12 Jul 2023
REV	RNAV ILS DME Z RWY 01	21-1	30 Jun 2023	12 Jul 2023
REV	CAT II/III RNAV ILS DME Z...	21-1A	30 Jun 2023	12 Jul 2023
BEIJING, (CAPITAL - ZBAA)				
REV	DUGEB 8XA & GUVBA 8YA RNA...	10-2D	07 Jul 2023	12 Jul 2023
REV	AIRPORT	10-9	30 Jun 2023	12 Jul 2023
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	30 Jun 2023	12 Jul 2023
REV	TAXI ROUTES FOR RWYS 01, ...	10-9B	30 Jun 2023	12 Jul 2023
REV	TAXI ROUTES FOR RWYS 18L,...	10-9C	30 Jun 2023	12 Jul 2023
REV	PARKING STANDS NORTH	10-9F	30 Jun 2023	12 Jul 2023
REV	LVOP TAXI ROUTES (RWY 01 ...	10-9J	30 Jun 2023	12 Jul 2023
REV	LVOP TAXI ROUTES (RWY 36R...	10-9K	30 Jun 2023	12 Jul 2023

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZBAA

No Chart Change Notices for Airport ZUTF

Communication Information For ZBPE ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
BEIJING CONTROL:	125.9 MHz		
BEIJING CONTROL:	134.45 MHz		
BEIJING CONTROL:	3016 kHz		
BEIJING CONTROL:	6571 kHz		
BEIJING CONTROL:	8897 kHz		

Communication Information For ZBPE ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
BEIJING CONTROL:	133.65 MHz		
BEIJING CONTROL:	3016 kHz		
BEIJING CONTROL:	6571 kHz		
BEIJING CONTROL:	8897 kHz		

Communication Information For ZBPE FIR

INMARSAT Service: INMARSAT SECURITY NUMBER FOR BEIJING ACC IS 441201

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
BEIJING CONTROL:	118.92 MHz	(R)	
BEIJING CONTROL:	118.95 MHz	(R)	
HOHHOT CONTROL:	119.32 MHz	(R)	
BEIJING CONTROL:	120.35 MHz	(R)	
HOHHOT CONTROL:	120.5 MHz	(R)	Secondary
BEIJING CONTROL:	120.55 MHz	(R)	
BEIJING CONTROL:	120.7 MHz	(R)	Secondary
BEIJING CONTROL:	120.77 MHz	(R)	Secondary
BEIJING CONTROL:	123.22 MHz	(R)	Secondary
BEIJING CONTROL:	123.7 MHz	(R)	Secondary
BEIJING CONTROL:	123.77 MHz	(R)	Secondary
BEIJING CONTROL:	124.55 MHz	(R)	
BEIJING CONTROL:	125.35 MHz	(R)	
BEIJING CONTROL:	125.6 MHz	(R)	
BEIJING CONTROL:	125.9 MHz	(R)	
BEIJING CONTROL:	126.7 MHz	(R)	
BEIJING CONTROL:	126.95 MHz	(R)	
BEIJING CONTROL:	127.1 MHz	(R)	
BEIJING CONTROL:	127.35 MHz	(R)	
BEIJING CONTROL:	127.5 MHz	(R)	
BEIJING CONTROL:	127.7 MHz	(R)	
BEIJING CONTROL:	128.1 MHz	(R)	
BEIJING CONTROL:	128.3 MHz	(R)	
BEIJING CONTROL:	128.7 MHz	(R)	Secondary
BEIJING CONTROL:	132.1 MHz	(R)	
BEIJING CONTROL:	132.2 MHz	(R)	
BEIJING CONTROL:	132.22 MHz	(R)	Secondary
BEIJING CONTROL:	132.42 MHz	(R)	Secondary
BEIJING CONTROL:	132.47 MHz	(R)	
BEIJING CONTROL:	132.6 MHz	(R)	

BEIJING CONTROL:	132.65 MHz	(R)	
BEIJING CONTROL:	132.7 MHz	(R)	
HOHHOT CONTROL:	132.77 MHz	(R)	
BEIJING CONTROL:	132.97 MHz	(R)	Secondary
BEIJING CONTROL:	133.02 MHz	(R)	
BEIJING CONTROL:	133.1 MHz	(R)	
BEIJING CONTROL:	133.35 MHz	(R)	Secondary
BEIJING CONTROL:	133.52 MHz	(R)	
BEIJING CONTROL:	133.65 MHz	(R)	Secondary
HOHHOT CONTROL:	133.7 MHz	(R)	
BEIJING CONTROL:	133.77 MHz	(R)	
BEIJING CONTROL:	133.9 MHz	(R)	
BEIJING CONTROL:	134.0 MHz	(R)	Secondary
BEIJING CONTROL:	134.05 MHz	(R)	
BEIJING CONTROL:	134.15 MHz	(R)	
BEIJING CONTROL:	134.22 MHz	(R)	
BEIJING CONTROL:	134.25 MHz	(R)	
BEIJING CONTROL:	134.3 MHz	(R)	
BEIJING CONTROL:	134.45 MHz	(R)	Secondary
BEIJING CONTROL:	135.3 MHz	(R)	
BEIJING CONTROL:	135.35 MHz	(R)	
BEIJING CONTROL:	135.6 MHz	(R)	
BEIJING CONTROL:	3016 kHz	(R)	
BEIJING CONTROL:	6571 kHz	(R)	Secondary
BEIJING CONTROL:	8897 kHz	(R)	

Type: VOLMET:

BEIJING:	13285 kHz
BEIJING:	3458 kHz
BEIJING:	5673 kHz
BEIJING:	8849 kHz

Communication Information For ZHWH ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
ZHENGZHOU CONTROL:	119.35 MHz		
ZHENGZHOU CONTROL:	133.6 MHz		
ZHENGZHOU CONTROL:	3016 kHz		
ZHENGZHOU CONTROL:	6571 kHz		
ZHENGZHOU CONTROL:	8897 kHz		

Communication Information For ZHWH FIR

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
GUANGZHOU CONTROL:	118.9 MHz	(R)	
WUHAN CONTROL:	119.3 MHz	(R)	
ZHENGZHOU CONTROL:	119.35 MHz	(R)	
WUHAN CONTROL:	119.7 MHz	(R)	
ZHENGZHOU CONTROL:	122.2 MHz	(R)	
ZHENGZHOU CONTROL:	125.72 MHz	(R)	
GUANGZHOU CONTROL:	132.15 MHz	(R)	Secondary
ZHENGZHOU CONTROL:	132.2 MHz	(R)	
ZHENGZHOU CONTROL:	132.85 MHz	(R)	
WUHAN CONTROL:	132.95 MHz	(R)	Secondary
ZHENGZHOU CONTROL:	133.2 MHz	(R)	Secondary
GUANGZHOU CONTROL:	133.5 MHz	(R)	Secondary
ZHENGZHOU CONTROL:	133.6 MHz	(R)	Secondary

GUANGZHOU CONTROL:	133.67 MHz	(R)	Secondary
WUHAN CONTROL:	133.75 MHz	(R)	Secondary
GUANGZHOU CONTROL:	134.1 MHz	(R)	
WUHAN CONTROL:	134.35 MHz	(R)	
GUANGZHOU CONTROL:	135.35 MHz	(R)	
WUHAN CONTROL:	3016 kHz	(R)	
WUHAN CONTROL:	6571 kHz	(R)	Secondary
WUHAN CONTROL:	8897 kHz	(R)	

Communication Information For ZLHW ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
XI'AN CONTROL:	120.95 MHz		
XI'AN CONTROL:	125.3 MHz		
XI'AN CONTROL:	125.97 MHz		
XI'AN CONTROL:	3016 kHz		
XI'AN CONTROL:	6571 kHz		
XI'AN CONTROL:	8897 kHz		

Communication Information For ZLHW ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
XI'AN CONTROL:	120.95 MHz		
XI'AN CONTROL:	125.3 MHz		
XI'AN CONTROL:	128.15 MHz		
XI'AN CONTROL:	3016 kHz		
XI'AN CONTROL:	6571 kHz		
XI'AN CONTROL:	8897 kHz		

Communication Information For ZLHW FIR

CPDLC Service: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF ZLLL IN LANZHOU FIR. LOGON SHOULD BE ESTABLISHED 15 MINUTES PRIOR TO ENTERING THE DATA LINK AIRSPACE
INMARSAT Service: INMARSAT SECURITY NUMBER FOR LANZHOU ACC IS 441205 OR 441215

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
LANZHOU CONTROL:	118.9 MHz	(R)	
XI'AN CONTROL:	118.97 MHz	(R)	Secondary
LANZHOU CONTROL:	119.35 MHz	(R)	
XI'AN CONTROL:	120.05 MHz	(R)	
LANZHOU CONTROL:	120.52 MHz	(R)	
XI'AN CONTROL:	120.95 MHz	(R)	Secondary
LANZHOU CONTROL:	123.75 MHz	(R)	
XI'AN CONTROL:	124.1 MHz	(R)	
LANZHOU CONTROL:	124.52 MHz	(R)	
XI'AN CONTROL:	125.3 MHz	(R)	
LANZHOU CONTROL:	125.37 MHz	(R)	
LANZHOU CONTROL:	125.77 MHz	(R)	
XI'AN CONTROL:	125.9 MHz	(R)	
XI'AN CONTROL:	125.97 MHz	(R)	
XI'AN CONTROL:	126.1 MHz	(R)	
LANZHOU CONTROL:	126.17 MHz	(R)	Secondary

LANZHOU CONTROL:	127.35 MHz	(R)	
XI'AN CONTROL:	127.57 MHz	(R)	
XI'AN CONTROL:	128.15 MHz	(R)	
LANZHOU CONTROL:	128.72 MHz	(R)	
LANZHOU CONTROL:	132.2 MHz	(R)	Secondary
XI'AN CONTROL:	132.27 MHz	(R)	
LANZHOU CONTROL:	132.35 MHz	(R)	Secondary
XI'AN CONTROL:	132.72 MHz	(R)	
LANZHOU CONTROL:	132.8 MHz	(R)	
XI'AN CONTROL:	132.9 MHz	(R)	
XI'AN CONTROL:	133.05 MHz	(R)	
LANZHOU CONTROL:	133.35 MHz	(R)	
XI'AN CONTROL:	133.42 MHz	(R)	Secondary
LANZHOU CONTROL:	134.2 MHz	(R)	
XI'AN CONTROL:	134.4 MHz	(R)	Secondary
LANZHOU CONTROL:	134.7 MHz	(R)	
XI'AN CONTROL:	134.85 MHz	(R)	Secondary
XI'AN CONTROL:	3016 kHz	(R)	
XI'AN CONTROL:	6571 kHz	(R)	Secondary
XI'AN CONTROL:	8897 kHz	(R)	

Communication Information For ZPKM ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
CHENGDU CONTROL:	119.32 MHz		
CHENGDU CONTROL:	134.05 MHz		
CHENGDU CONTROL:	3016 kHz		
CHENGDU CONTROL:	6571 kHz		
CHENGDU CONTROL:	8897 kHz		

Communication Information For ZPKM ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
CHENGDU CONTROL:	120.52 MHz		
CHENGDU CONTROL:	120.9 MHz		
CHENGDU CONTROL:	3016 kHz		
CHENGDU CONTROL:	6571 kHz		
CHENGDU CONTROL:	8897 kHz		

Communication Information For ZPKM FIR

INMARSAT Service: INMARSAT SECURITY NUMBER FOR KUNMING ACC IS 441204 INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
GUIYANG CONTROL:	10066 kHz	(R)	
CHENGDU CONTROL:	118.95 MHz	(R)	
KUNMING CONTROL:	119.3 MHz	(R)	Secondary
CHENGDU CONTROL:	119.32 MHz	(R)	
CHENGDU CONTROL:	120.52 MHz	(R)	Secondary
LHASA CONTROL:	120.7 MHz	(R)	Secondary
KUNMING CONTROL:	120.77 MHz	(R)	
CHENGDU CONTROL:	120.9 MHz	(R)	

GUIYANG CONTROL:	122.2 MHz	(R)	Secondary
CHENGDU CONTROL:	122.8 MHz	(R)	
CHENGDU CONTROL:	123.77 MHz	(R)	
KUNMING CONTROL:	124.55 MHz	(R)	
CHENGDU CONTROL:	124.57 MHz	(R)	
CHENGDU CONTROL:	124.95 MHz	(R)	
KUNMING CONTROL:	125.35 MHz	(R)	Secondary
CHENGDU CONTROL:	125.7 MHz	(R)	
KUNMING CONTROL:	125.75 MHz	(R)	
CHENGDU CONTROL:	125.95 MHz	(R)	
CHENGDU CONTROL:	126.15 MHz	(R)	Secondary
KUNMING CONTROL:	127.5 MHz	(R)	
CHENGDU CONTROL:	127.55 MHz	(R)	
GUIYANG CONTROL:	128.15 MHz	(R)	
CHENGDU CONTROL:	128.35 MHz	(R)	
CHENGDU CONTROL:	132.12 MHz	(R)	
KUNMING CONTROL:	132.17 MHz	(R)	
CHENGDU CONTROL:	132.25 MHz	(R)	
CHENGDU CONTROL:	132.3 MHz	(R)	
LHASA CONTROL:	132.35 MHz	(R)	
GUIYANG CONTROL:	132.37 MHz	(R)	
CHENGDU CONTROL:	132.47 MHz	(R)	
CHENGDU CONTROL:	132.6 MHz	(R)	
CHENGDU CONTROL:	132.67 MHz	(R)	
GUIYANG CONTROL:	132.85 MHz	(R)	
CHENGDU CONTROL:	133.0 MHz	(R)	
CHENGDU CONTROL:	133.07 MHz	(R)	Secondary
CHENGDU CONTROL:	133.12 MHz	(R)	
CHENGDU CONTROL:	133.22 MHz	(R)	
CHENGDU CONTROL:	133.3 MHz	(R)	Secondary
CHENGDU CONTROL:	133.45 MHz	(R)	Secondary
CHENGDU CONTROL:	133.65 MHz	(R)	
CHENGDU CONTROL:	133.8 MHz	(R)	
CHENGDU CONTROL:	133.87 MHz	(R)	
GUIYANG CONTROL:	133.92 MHz	(R)	Secondary
CHENGDU CONTROL:	134.0 MHz	(R)	
CHENGDU CONTROL:	134.05 MHz	(R)	Secondary
CHENGDU CONTROL:	134.22 MHz	(R)	
CHENGDU CONTROL:	134.3 MHz	(R)	
KUNMING CONTROL:	134.35 MHz	(R)	
CHENGDU CONTROL:	134.45 MHz	(R)	Secondary
CHENGDU CONTROL:	134.75 MHz	(R)	Secondary
CHENGDU CONTROL:	3016 kHz	(R)	
GUIYANG CONTROL:	3491 kHz	(R)	
GUIYANG CONTROL:	6556 kHz	(R)	Secondary
CHENGDU CONTROL:	6571 kHz	(R)	Secondary
CHENGDU CONTROL:	8897 kHz	(R)	

Communication Information For ZSHA ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
JINAN CONTROL:	128.35 MHz		
JINAN CONTROL:	133.85 MHz		
JINAN CONTROL:	3016 kHz		
JINAN CONTROL:	6571 kHz		
JINAN CONTROL:	8897 kHz		

Communication Information For ZSHA FIR

Callsign:	Frequency	Radar	ServiceIndicators

Type: ACC:

SHANGHAI CONTROL:	118.97 MHz	(R)	
SHANGHAI CONTROL:	119.3 MHz	(R)	Secondary
SHANGHAI CONTROL:	120.1 MHz	(R)	
NANCHANG CONTROL:	120.5 MHz	(R)	
XIAMEN CONTROL:	120.52 MHz	(R)	
SHANGHAI CONTROL:	120.55 MHz	(R)	
SHANGHAI CONTROL:	120.7 MHz	(R)	
SHANGHAI CONTROL:	120.75 MHz	(R)	
SHANGHAI CONTROL:	120.9 MHz	(R)	
SHANGHAI CONTROL:	120.95 MHz	(R)	
JINAN CONTROL:	122.9 MHz	(R)	
XIAMEN CONTROL:	123.22 MHz	(R)	
SHANGHAI CONTROL:	123.7 MHz	(R)	Secondary
SHANGHAI CONTROL:	123.77 MHz	(R)	
SHANGHAI CONTROL:	123.95 MHz	(R)	
NANCHANG CONTROL:	124.15 MHz	(R)	
XIAMEN CONTROL:	124.55 MHz	(R)	
SHANGHAI CONTROL:	124.57 MHz	(R)	Secondary
SHANGHAI CONTROL:	124.95 MHz	(R)	
XIAMEN CONTROL:	125.3 MHz	(R)	Secondary
SHANGHAI CONTROL:	125.32 MHz	(R)	
NANCHANG CONTROL:	125.37 MHz	(R)	
JINAN CONTROL:	125.7 MHz	(R)	
HEFEI CONTROL:	125.77 MHz	(R)	
NANCHANG CONTROL:	125.9 MHz	(R)	
SHANGHAI CONTROL:	125.95 MHz	(R)	
SHANGHAI CONTROL:	125.97 MHz	(R)	
HEFEI CONTROL:	126.12 MHz	(R)	
QINGDAO CONTROL:	126.15 MHz	(R)	Secondary
SHANGHAI CONTROL:	126.17 MHz	(R)	
SHANGHAI CONTROL:	126.9 MHz	(R)	
NANCHANG CONTROL:	127.52 MHz	(R)	
SHANGHAI CONTROL:	127.55 MHz	(R)	Secondary
SHANGHAI CONTROL:	128.12 MHz	(R)	
QINGDAO CONTROL:	128.15 MHz	(R)	
HEFEI CONTROL:	128.17 MHz	(R)	Secondary
SHANGHAI CONTROL:	128.32 MHz	(R)	
JINAN CONTROL:	128.35 MHz	(R)	
QINGDAO CONTROL:	128.55 MHz	(R)	
SHANGHAI CONTROL:	128.7 MHz	(R)	
SHANGHAI CONTROL:	128.75 MHz	(R)	
NANCHANG CONTROL:	130.3 MHz	(R)	Secondary
SHANGHAI CONTROL:	132.1 MHz	(R)	Secondary
QINGDAO CONTROL:	132.12 MHz	(R)	
SHANGHAI CONTROL:	132.27 MHz	(R)	Secondary
QINGDAO CONTROL:	132.3 MHz	(R)	Secondary
SHANGHAI CONTROL:	132.32 MHz	(R)	
JINAN CONTROL:	132.37 MHz	(R)	
SHANGHAI CONTROL:	132.4 MHz	(R)	
SHANGHAI CONTROL:	132.45 MHz	(R)	
SHANGHAI CONTROL:	132.5 MHz	(R)	
SHANGHAI CONTROL:	132.62 MHz	(R)	
XIAMEN CONTROL:	132.72 MHz	(R)	Secondary
SHANGHAI CONTROL:	132.75 MHz	(R)	Secondary
QINGDAO CONTROL:	132.82 MHz	(R)	Secondary
SHANGHAI CONTROL:	132.9 MHz	(R)	Secondary
QINGDAO CONTROL:	132.95 MHz	(R)	
SHANGHAI CONTROL:	133.0 MHz	(R)	
QINGDAO CONTROL:	133.05 MHz	(R)	
SHANGHAI CONTROL:	133.07 MHz	(R)	
QINGDAO CONTROL:	133.15 MHz	(R)	
XIAMEN CONTROL:	133.17 MHz	(R)	
SHANGHAI CONTROL:	133.22 MHz	(R)	
SHANGHAI CONTROL:	133.27 MHz	(R)	
SHANGHAI CONTROL:	133.32 MHz	(R)	Secondary
SHANGHAI CONTROL:	133.4 MHz	(R)	Secondary
JINAN CONTROL:	133.45 MHz	(R)	Secondary
GUANGZHOU CONTROL:	133.47 MHz	(R)	
HEFEI CONTROL:	133.55 MHz	(R)	Secondary
XIAMEN CONTROL:	133.65 MHz	(R)	

SHANGHAI CONTROL:	133.7 MHz	(R)	Secondary
QINGDAO CONTROL:	133.72 MHz	(R)	
SHANGHAI CONTROL:	133.8 MHz	(R)	
NANCHANG CONTROL:	133.82 MHz	(R)	
JINAN CONTROL:	133.85 MHz	(R)	Secondary
SHANGHAI CONTROL:	133.87 MHz	(R)	
QINGDAO CONTROL:	133.95 MHz	(R)	Secondary
SHANGHAI CONTROL:	133.97 MHz	(R)	
SHANGHAI CONTROL:	134.0 MHz	(R)	Secondary
SHANGHAI CONTROL:	134.05 MHz	(R)	Secondary
QINGDAO CONTROL:	134.12 MHz	(R)	
SHANGHAI CONTROL:	134.2 MHz	(R)	Secondary
GUANGZHOU CONTROL:	134.25 MHz	(R)	Secondary
SHANGHAI CONTROL:	134.3 MHz	(R)	
JINAN CONTROL:	134.37 MHz	(R)	
SHANGHAI CONTROL:	134.4 MHz	(R)	Secondary
HEFEI CONTROL:	134.42 MHz	(R)	
SHANGHAI CONTROL:	134.47 MHz	(R)	
HEFEI CONTROL:	134.7 MHz	(R)	
QINGDAO CONTROL:	134.85 MHz	(R)	
SHANGHAI CONTROL:	134.9 MHz	(R)	
SHANGHAI CONTROL:	135.0 MHz	(R)	
SHANGHAI CONTROL:	135.05 MHz	(R)	
HEFEI CONTROL:	135.4 MHz	(R)	
SHANGHAI CONTROL:	135.5 MHz	(R)	Secondary
HEFEI CONTROL:	135.65 MHz	(R)	
SHANGHAI CONTROL:	135.7 MHz	(R)	Secondary
NANCHANG CONTROL:	135.72 MHz	(R)	Secondary
SHANGHAI CONTROL:	135.75 MHz	(R)	
HEFEI CONTROL:	3016 kHz	(R)	
HEFEI CONTROL:	6571 kHz	(R)	Secondary
HEFEI CONTROL:	8897 kHz	(R)	

Operational Notes

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CHANGSHA CTA ZGHAAR01 Type: Control Area (Airport)
Notes: CONTACT ZGHAAR04 WHEN ZGHAAR01 U/S

CHANGSHA CTA ZGHAAR05 Type: Control Area (Airport)
Notes: CONTACT ZGHAAR01 WHEN ZGHAAR05 U/S

CHANGSHA CTA ZGHAAR06 Type: Control Area (Airport)
Notes: CONTACT ZGHAAR04 WHEN ZGHAAR06 U/S

CHENGDU CTA Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR01 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR02 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR03 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR04 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR05 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR06 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR07 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR08 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR09 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR10 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR11 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR12 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR13 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR15 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR16 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR17 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR18 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR19 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR21 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR22 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR24 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR25 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR27 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

CHENGDU CTA ZUUUAR28 Type: Control Area (Airport)
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT:

LANZHOU CTA ZLLLAR02 Type: Control Area (Airport)
Notes: CONTACT ZLLLAR01 WHEN ZLLLAR02 U/S.

LANZHOU CTA ZLLLAR03 Type: Control Area (Airport)
Notes: CONTACT ZLLLAR04 WHEN ZLLLAR03 U/S.

LANZHOU CTA ZLLLAR05 Type: Control Area (Airport)
Notes: CONTACT ZLLLAR01 WHEN ZLLLAR05 U/S.

LANZHOU CTA ZLLLAR06 Type: Control Area (Airport)
Notes: CONTACT ZLLLAR05 WHEN ZLLLAR06 U/S.

LANZHOU CTA ZLLLAR08 Type: Control Area (Airport)
Notes: CONTACT ZLLLAR01 WHEN ZLLLAR08 U/S.

LANZHOU CTA ZLLLAR11 Type: Control Area (Airport)
Notes: CONTACT ZLLLAR02 WHEN ZLLLAR11 U/S.

LANZHOU CTA ZLLLAR14 Type: Control Area (Airport)
Notes: CONTACT ZLLLAR15 WHEN ZLLLAR14 U/S.

LANZHOU CTA ZLLLAR15 Type: Control Area (Airport)
Notes: CONTACT ZLLLAR01 WHEN ZLLLAR15 U/S.

XI'AN CTA ZLXYAR02 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR01 WHEN ZLXYAR02 U/S.

XI'AN CTA ZLXYAR03 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR01 WHEN ZLXYAR03 U/S.

XI'AN CTA ZLXYAR04 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR01 WHEN ZLXYAR04 U/S.

XI'AN CTA ZLXYAR05 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR03 WHEN ZLXYAR05 U/S.

XI'AN CTA ZLXYAR06 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR01 WHEN ZLXYAR06 U/S.

XI'AN CTA ZLXYAR07 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR02 WHEN ZLXYAR07 U/S.

XI'AN CTA ZLXYAR08 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR05 WHEN ZLXYAR08 U/S.

XI'AN CTA ZLXYAR09 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR01 WHEN ZLXYAR09 U/S.

XI'AN CTA ZLXYAR10 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR01 WHEN ZLXYAR10 U/S.

XI'AN CTA ZLXYAR11 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR02 WHEN ZLXYAR11 U/S.

XI'AN CTA ZLXYAR12 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR04 WHEN ZLXYAR12 U/S.

XI'AN CTA ZLXYAR13 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR04 WHEN ZLXYAR13 U/S.

ZBPE Type: FIR
Notes: RVSM AIRSPACE FL291-FL411 INCLUSIVE. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20 MINUTES PRIOR TO FIR ENTRY OR EXIT AND OBTAIN A CLEARANCE TO CROSS THE FIR BOUNDARIES. INMARSAT: INMARSAT SECURITY NUMBER FOR BEIJING ACC IS 441201 INMARSAT:

ZGZU Type: FIR
Notes: RVSM AIRSPACE FL291-FL411 INCLUSIVE. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20 MINUTES PRIOR TO FIR ENTRY OR EXIT AND OBTAIN A CLEARANCE TO CROSS THE FIR BOUNDARIES.

ZHWH Type: FIR
Notes: RVSM AIRSPACE FL291-FL411 INCLUSIVE.

ZLHW Type: FIR
Notes: CPDLC: CPDLC SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF ZLLL IN LANZHOU FIR. LOGON SHOULD BE ESTABLISHED 15 MINUTES PRIOR TO ENTERING THE DATA LINK AIRSPACE CPDLC: INMARSAT: INMARSAT SECURITY NUMBER FOR LANZHOU ACC IS 441205 OR 441215 INMARSAT: EMERGENCY PROCEDURES FOR ROUTE L888: - THE AVAILABLE ALTERNATE AIRPORTS FOR ROUTE L888 ARE KUNMING, CHENGDU, URUMQI AND KASHI. - THE PILOT SHALL FLY VIA REGULATED WAYPOINTS TO EVACUATE FROM ROUTE L888 WHEN EVACUATING OR ALTERNATING IS DECIDED IN AN EMERGENT CONDITION. THE BREAKING POINTS ARE: BIDRU - DIRECT TO KUNMING AIRPORT; MAKUL - DIRECT TO KUNMING AIRPORT; NIVUX - DIRECT TO XIC (VOR) - SB (NDB) - XFA (VOR) - KUNMING AIRPORT; LEVBA - DIRECT TO XIC (VOR) - SB (NDB) - XFA (VOR) - KUNMING AIRPORT; PEXUN - DIRECT TO JTG (VOR) - CHENGDU AIRPORT; SANLI - DIRECT TO JTG (VOR) - CHENGDU AIRPORT; LUVAR - DIRECT TO MEPEP - LUSMA - DUMIN - TUSLI - HAM (VOR) - MIMAR - VIKOL - FKG (VOR) - URUMQI AIRPORT; MUMAN - DIRECT TO LUSMA - DUMIN - TUSLI - HAM (VOR) - MIMAR - VIKOL - FKG (VOR) - URUMQI AIRPORT; LEBAK - DIRECT TO LUSMA/DUMIN - TUSLI - HAM (VOR) - MIMAR - VIKOL - FKG (VOR) - URUMQI AIRPORT; TONAX - DIRECT TO DUMIN - TUSLI - HAM (VOR) - MIMAR - VIKOL - FKG (VOR) - URUMQI AIRPORT; - THE PILOT SHALL BE RESPONSIBLE FOR THE OBSTACLE CLEARANCE ALTITUDE AND MANEUVERING TRACK WHEN EMERGENCY DESCENT IS EXECUTED IN THE CONDITION OF AIR CABIN DEPRESSURIZING. - INMARSAT ACC PHONE NUMBERS: KUNMING - 441204; CHENGDU - 441202; LANZHOU - 441205 OR 441215;URUMQI - 441208. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20 MINUTES PRIOR TO FIR ENTRY OR EXIT AND OBTAIN A CLEARANCE TO CROSS THE FIR BOUNDARIES. RVSM AIRSPACE FL291-FL411 INCLUSIVE.

ZPKM Type: FIR
Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR KUNMING ACC IS 441204 INMARSAT: INMARSAT: INMARSAT SECURITY NUMBER FOR CHENGDU ACC IS 441202 INMARSAT: EMERGENCY PROCEDURES FOR ROUTE L888: - THE AVAILABLE ALTERNATE AIRPORTS FOR ROUTE L888 ARE KUNMING, CHENGDU, URUMQI AND KASHI. - THE PILOT SHALL FLY VIA REGULATED WAYPOINTS TO EVACUATE FROM ROUTE L888 WHEN EVACUATING OR ALTERNATING IS DECIDED IN AN EMERGENT CONDITION. THE BREAKING POINTS ARE: BIDRU - DIRECT TO KUNMING AIRPORT; MAKUL - DIRECT TO KUNMING AIRPORT; NIVUX - DIRECT TO XIC (VOR) - SB (NDB) - XFA (VOR) - KUNMING AIRPORT; LEVBA - DIRECT TO XIC (VOR) - SB (NDB) - XFA (VOR) - KUNMING AIRPORT; PEXUN - DIRECT TO JTG (VOR) - CHENGDU AIRPORT; SANLI - DIRECT TO JTG (VOR) - CHENGDU AIRPORT; LUVAR - DIRECT TO MEPEP - LUSMA - DUMIN - TUSLI - HAM (VOR) - MIMAR - VIKOL - FKG (VOR) - URUMQI AIRPORT; MUMAN - DIRECT TO LUSMA - DUMIN - TUSLI - HAM (VOR) - MIMAR - VIKOL - FKG (VOR) - URUMQI AIRPORT; LEBAK - DIRECT TO LUSMA/DUMIN - TUSLI - HAM (VOR) - MIMAR - VIKOL - FKG (VOR) - URUMQI AIRPORT; TONAX - DIRECT TO DUMIN - TUSLI - HAM (VOR) - MIMAR - VIKOL - FKG (VOR) - URUMQI AIRPORT; - THE PILOT SHALL BE RESPONSIBLE FOR THE OBSTACLE CLEARANCE ALTITUDE AND MANEUVERING TRACK WHEN EMERGENCY DESCENT IS EXECUTED IN THE CONDITION OF AIR CABIN DEPRESSURIZING. - INMARSAT ACC PHONE NUMBERS: KUNMING - 441204; CHENGDU - 441202; LANZHOU - 441205 OR 441215;URUMQI - 441208. RVSM AIRSPACE FL291-FL411 INCLUSIVE. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20 MINUTES PRIOR TO FIR ENTRY OR EXIT AND OBTAIN A CLEARANCE TO CROSS THE FIR BOUNDARIES.

CHENGDU Type: Special Use Airspace
Notes: AFTER APPROVAL, ENTER FROM JYA TO N290512 E1031759, EXIT FROM N290518 E1034238 TO JYA

CHENGDU APP CTL ZUUUAP01N Type: Terminal Area
Notes: RWY02L/02R IN USE AT ZUUU

RWY02L/02R IN USE AT ZUUU

CHENGDU APP CTL ZUUUAP01S Type: Terminal Area
Notes: RWY20L/20R IN USE AT ZUUU

RWY20L/20R IN USE AT ZUUU

CHENGDU APP CTL ZUUUAP02E Type: Terminal Area
Notes: RWY01/02/11 IN USE AT ZUTF

RWY01/02/11 IN USE AT ZUTF

CHENGDU APP CTL ZUUUAP02S Type: Terminal Area
Notes: RWY11/19/20 IN USE AT ZUTF

CHENGDU APP CTL ZUUUAP03E Type: Terminal Area
Notes: RWY01/02/11 IN USE AT ZUTF

CHENGDU APP CTL ZUUUAP03S Type: Terminal Area
Notes: RWY11/19/20 IN USE AT ZUTF

RWY11/19/20 IN USE AT ZUTF

CHENGDU APP CTL ZUUUAP04E Type: Terminal Area
Notes: RWY01/02/11 IN USE AT ZUTF

RWY01/02/11 IN USE AT ZUTF

CHENGDU APP CTL ZUUUAP04S Type: Terminal Area
Notes: RWY11/19/20 IN USE AT ZUTF

RWY11/19/20 IN USE AT ZUTF

RWY11/19/20 IN USE AT ZUTF

CHENGDU APP CTL ZUUUAP05E Type: Terminal Area
Notes: RWY01/02/11 IN USE AT ZUTF

RWY01/02/11 IN USE AT ZUTF

CHENGDU APP CTL ZUUUAP05S Type: Terminal Area
Notes: RWY11/19/20 IN USE AT ZUTF

CHENGDU APP CTL ZUUUAP07N Type: Terminal Area
Notes: RWY02L/02R IN USE AT ZUUU

CHENGDU APP CTL ZUUUAP07S Type: Terminal Area
Notes: RWY20L/20R IN USE AT ZUUU

CHENGDU APP CTL ZUUUAP08N Type: Terminal Area
Notes: RWY02L/02R IN USE AT ZUUU

CHENGDU APP CTL ZUUUAP08S Type: Terminal Area
Notes: RWY20L/20R IN USE AT ZUUU

CHENGDU APP CTL ZUUUAP09E Type: Terminal Area
Notes: RWY01/02/11 IN USE AT ZUTF

CHENGDU APP CTL ZUUUAP09S Type: Terminal Area
Notes: RWY11/19/20 IN USE AT ZUTF

CHONGQING APP CTL AP01N Type: Terminal Area
Notes: RWY02L/02R/03 IN USE AT ZUCK

CHONGQING APP CTL AP01S1 Type: Terminal Area
Notes: RWY20L/20R/21 IN USE AT ZUCK

CHONGQING APP CTL AP01S2 Type: Terminal Area
Notes: RWY20L/20R/21 IN USE AT ZUCK

CHONGQING APP CTL AP02N Type: Terminal Area
Notes: EXCLUDE ZUCKAP05/06 RWY02L/02R/03 IN USE AT ZUCK

CHONGQING APP CTL AP02S Type: Terminal Area
Notes: RWY20L/20R/21 IN USE AT ZUCK EXCLUDE ZUCKAP01

CHONGQING APP CTL AP03N Type: Terminal Area
Notes: RWY02L/02R/03 IN USE AT ZUCK EXCLUDE ZUCKAP01/05/06

CHONGQING APP CTL AP03S Type: Terminal Area
Notes: RWY20L/20R/21 IN USE AT ZUCK EXCLUDE ZUCKAP05

CHONGQING APP CTL AP04N Type: Terminal Area
Notes: RWY02L/02R/03 IN USE AT ZUCK EXCLUDE ZUCKAP06

CHONGQING APP CTL AP04S Type: Terminal Area
Notes: EXCLUDE ZUCKAP06 RWY20L/20R/21 IN USE AT ZUCK

CHONGQING APP CTL AP05N Type: Terminal Area
Notes: RWY02L/02R/03 IN USE AT ZUCK

CHONGQING APP CTL AP05S Type: Terminal Area
Notes: RWY20L/20R/21 IN USE AT ZUCK

CHONGQING APP CTL AP06N Type: Terminal Area
Notes: RWY02L/02R/03 IN USE AT ZUCK

CHONGQING APP CTL AP06S Type: Terminal Area
Notes: RWY20L/20R/21 IN USE AT ZUCK

GUIYANG APP CTL ZUGYAP03 Type: Terminal Area
Notes: CONTACT ZUGYAP02 WHEN ZUGYAP03 U/S

CONTACT ZUGYAP02 WHEN ZUGYAP03 U/S

GUIYANG APP CTL ZUGYAP04 Type: Terminal Area
Notes: CONTACT ZUGYAP02 WHEN ZUGYAP04 U/S

CONTACT ZUGYAP02 WHEN ZUGYAP04 U/S

XI'AN APP CTL AREA ZLXYAP01 Type: Terminal Area
Notes: CONTACT ZLXYAP03 WHEN ZLXYAP01 U/S RWY23L/23R IN USE AT ZLXY

RWY05L/05R IN USE AT ZLXY CONTACT ZLXYAP03 WHEN ZLXYAP01 U/S

XI'AN APP CTL AREA ZLXYAP02 Type: Terminal Area
Notes: CONTACT ZLXYAP03 WHEN ZLXYAP02 U/S

XI'AN APP CTL AREA ZLXYAP04 Type: Terminal Area
Notes: RWY05L/05R IN USE AT ZLXY CONTACT ZLXYAP01 WHEN ZLXYAP04 U/S

ZLXYAP01 WHEN ZLXYAP04 U/S RWY23L/23R IN USE AT ZLXY

XI'AN APP CTL AREA ZLXYAP05 Type: Terminal Area
Notes: RWY05L/05R IN USE AT ZLXY CONTACT ZLXYAP01 WHEN ZLXYAP05 U/S

RWY23L/23R IN USE AT ZLXY CONTACT ZLXYAP01 WHEN ZLXYAP05 U/S

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DALIAN CTA SECTOR ZYTLAR01 Type: Control Area (Airport)
Notes: CONTACT ZYTLAR03 WHEN ZYTLAR01 U/S

DALIAN CTA SECTOR ZYTLAR04 Type: Control Area (Airport)
Notes: CONTACT ZYTLAR01 WHEN ZYTLAR04 U/S

HEFEI CTA ZSOFAR04 Type: Control Area (Airport)
Notes: CONTACT ZSOFAR01 WHEN ZSOFAR04 U/S.

HEFEI CTA ZSOFAR05 Type: Control Area (Airport)
Notes: CONTACT ZSOFAR04 WHEN ZSOFAR05 U/S.

JINAN CTA SECTOR ZSJNAR02 Type: Control Area (Airport)
Notes: CONTACT ZSJNAR01 WHEN ZSJNAR02 U/S.

JINAN CTA SECTOR ZSJNAR03 Type: Control Area (Airport)
Notes: CONTACT ZSJNAR01 WHEN ZSJNAR03 U/S.

SHENYANG CTA ZYTXAR01 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR04 WHEN ZYTXAR01 U/S

SHENYANG CTA ZYTXAR04 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR02 WHEN ZYTXAR04 U/S

SHENYANG CTA ZYTXAR05 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR04 WHEN ZYTXAR05 U/S

SHENYANG CTA ZYTXAR07 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR01 WHEN ZYTXAR07 U/S

SHENYANG CTA ZYTXAR09 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR01 WHEN ZYTXAR09 U/S

SHENYANG CTA ZYTXAR11 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR04 WHEN ZYTXAR11 U/S

SHENYANG CTA ZYTXAR13 Type: Control Area (Airport)
Notes: CONTACT ZYTXAR07 WHEN ZYTXAR13 U/S

XI'AN CTA ZLXYAR02 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR01 WHEN ZLXYAR02 U/S.

XI'AN CTA ZLXYAR06 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR01 WHEN ZLXYAR06 U/S.

XI'AN CTA ZLXYAR07 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR02 WHEN ZLXYAR07 U/S.

XI'AN CTA ZLXYAR09 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR01 WHEN ZLXYAR09 U/S.

XI'AN CTA ZLXYAR10 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR01 WHEN ZLXYAR10 U/S.

XI'AN CTA ZLXYAR11 Type: Control Area (Airport)
Notes: CONTACT ZLXYAR02 WHEN ZLXYAR11 U/S.

ZBPE Type: FIR
Notes: RVSM AIRSPACE FL291-FL411 INCLUSIVE. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20 MINUTES PRIOR TO FIR ENTRY OR EXIT AND OBTAIN A CLEARANCE TO CROSS THE FIR BOUNDARIES. INMARSAT: INMARSAT SECURITY NUMBER FOR BEIJING ACC IS 441201 INMARSAT:

ZHWH Type: FIR
Notes: RVSM AIRSPACE FL291-FL411 INCLUSIVE.

ZMUB Type: FIR
Notes: AIRCRAFT ENTERING ULAANBAATAR FIR MUST CONTACT ATC 5 MINUTES PRIOR TO FIR ENTRY. RVSM AIRSPACE 29100' - 41100'MSL INCLUSIVE. IT IS PROHIBITED TO OPERATE A FLIGHT WITHOUT PERMISSION IN THE AIRSPACE (STATE BORDER ZONE) WITHIN 16.2NM (30KM) FROM THE STATE BORDER.

ZSHA Type: FIR

Notes: RVSM AIRSPACE FL291-FL411 INCLUSIVE. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20 MINUTES PRIOR TO FIR ENTRY OR EXIT AND OBTAIN A CLEARANCE TO CROSS THE FIR BOUNDARIES.

ZYSH Type: FIR

Notes: INMARSAT: INMARSAT SECURITY NUMBER FOR SHENYANG ACC IS 441207 INMARSAT: RVSM AIRSPACE FL291-FL411 INCLUSIVE. ALL AIRCRAFT ENTERING OR EXITING PR OF CHINA SHALL CONTACT ATC 15-20 MINUTES PRIOR TO FIR ENTRY OR EXIT AND OBTAIN A CLEARANCE TO CROSS THE FIR BOUNDARIES.

HOHHOT APP CTL ZBHHAP01 Type: Terminal Area
Notes: RWY08 IN USE AT ZBHH

RWY26 IN USE AT ZBHH

HOHHOT APP CTL ZBHHAP02 Type: Terminal Area
Notes: CONTACT ZBHHAP01 WHEN ZBHHAP02 U/S RWY08 IN USE AT ZBHH

RWY26 IN USE AT ZBHH CONTACT ZBHHAP01 WHEN ZBHHAP02 U/S

JINAN APP CTL AREA ZSJN AP02 Type: Terminal Area
Notes: CONTACT ZSJNAP01 WHEN ZSJNAP02 U/S

CONTACT ZSJNAP01 WHEN ZSJNAP02 U/S

NANJING APP CTL AREA ZSNJ AP04 Type: Terminal Area
Notes: CONTACT ZSNJAP01 WHEN ZSNJAP04 U/S

SHIJIAZHUANG APP CTL ZBSJAP02 Type: Terminal Area
Notes: RWY15 IN USE AT ZBSJ

RWY33 IN USE AT ZBSJ

TIANJIN APP CTL ZBTJAP01N Type: Terminal Area
Notes: RWY34L/34R IN USE AT ZBTJ

TIANJIN APP CTL ZBTJAP01S Type: Terminal Area
Notes: RWY16L/16R IN USE AT ZBTJ

TIANJIN APP CTL ZBTJAP02N Type: Terminal Area
Notes: RWY34L/34R IN USE AT ZBTJ

TIANJIN APP CTL ZBTJAP02S Type: Terminal Area
Notes: RWY16L/16R IN USE AT ZBTJ

Regional Notes

Page 1 Strip Charts

ZBPE Type: FIR
ALTIMETER SETTING Use QNH (where transition altitude established) for Take-off and climb until passing transition altitude. Use QFE (where transition height established) for Take-off and climb until passing transition height. Use QFE (where no transition altitude or transition height established) for Take-off and climb until passing 600m/1970'. Descent and landing as soon as passing transition level where established or after crossing ACA boundary or as instructed by ATC.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS CHINA ATC will issue the Flight Level clearance in meters. Pilots shall use the PR of China RVSM FLAS Diagram to determine the corresponding Flight Level in feet. The aircraft shall be flown using the Flight Level in FEET. Pilots should be aware that due to the rounding differences, the metric readout of the onboard avionics will not necessarily correspond to the cleared Flight Level in meters however the difference will never be more than 30 meters.

ZGZU Type: FIR
ALTIMETER SETTING Use QNH (where transition altitude established) for Take-off and climb until passing transition altitude. Use QFE (where transition height established) for Take-off and climb until passing transition height. Use QFE (where no transition altitude or transition height established) for Take-off and climb until passing 600m/1970'. Descent and landing as soon as passing transition level where established or after crossing ACA boundary or as instructed by ATC.

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ZPKM Type: FIR
ALTIMETER SETTING Use QNH (where transition altitude established) for Take-off and climb until passing transition altitude. Use QFE (where transition height established) for Take-off and climb until passing transition height. Use QFE (where no transition altitude or transition height established) for Take-off and climb until passing 600m/1970'. Descent and landing as soon as passing transition level where established or after crossing ACA boundary or as instructed by ATC.

CRUISING LEVEL PROCEDURES
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Page 2 Strip Charts

ZBPE Type: FIR
ALTIMETER SETTING Use QNH (where transition altitude established) for Take-off and climb until passing transition altitude. Use QFE (where transition height established) for Take-off and climb until passing transition height. Use QFE (where no transition altitude or transition height established) for Take-off and climb until passing 600m/1970'. Descent and landing as soon as passing transition level where established or after crossing ACA boundary or as instructed by ATC.

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ZSHA Type: FIR
ALTIMETER SETTING Use QNH (where transition altitude established) for Take-off and climb until passing transition altitude. Use QFE (where transition height established) for Take-off and climb until passing transition height. Use QFE (where no transition altitude or transition height established) for Take-off and climb until passing 600m/1970'. Descent and landing as soon as passing transition level where established or after crossing ACA boundary or as instructed by ATC.

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Reference Notes

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ZBPE Type: FIR
ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVELS
Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ZGZU Type: FIR
ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

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TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

RVSM PROCEDURES
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CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

CRUISING LEVEL PROCEDURES
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CRUISING LEVELS
Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

RVSM PROCEDURES

REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ZPKM Type: FIR
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TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

ATS ROUTE RESTRICTION NOTES
ATS Route Restriction Notes for information regarding flight planning purposes see Enroute Tab.

CRUISING LEVELS
Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

MACH NUMBER TECHNIQUE For information about routes and/or areas affected, see Air Traffic Control Tab.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (RVSM) For procedures and equipment requirements see Air Traffic Control Tab.

REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

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