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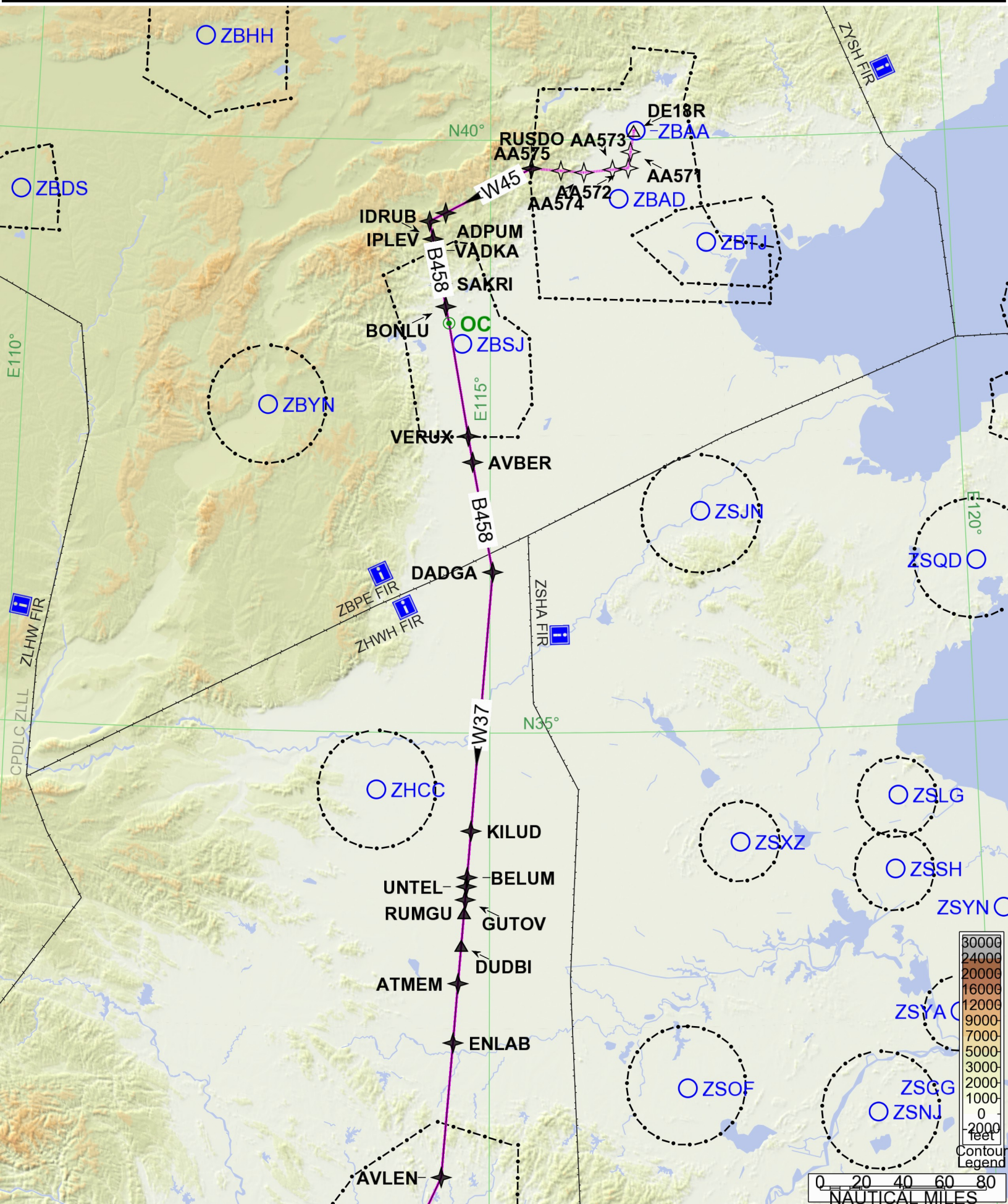
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24000
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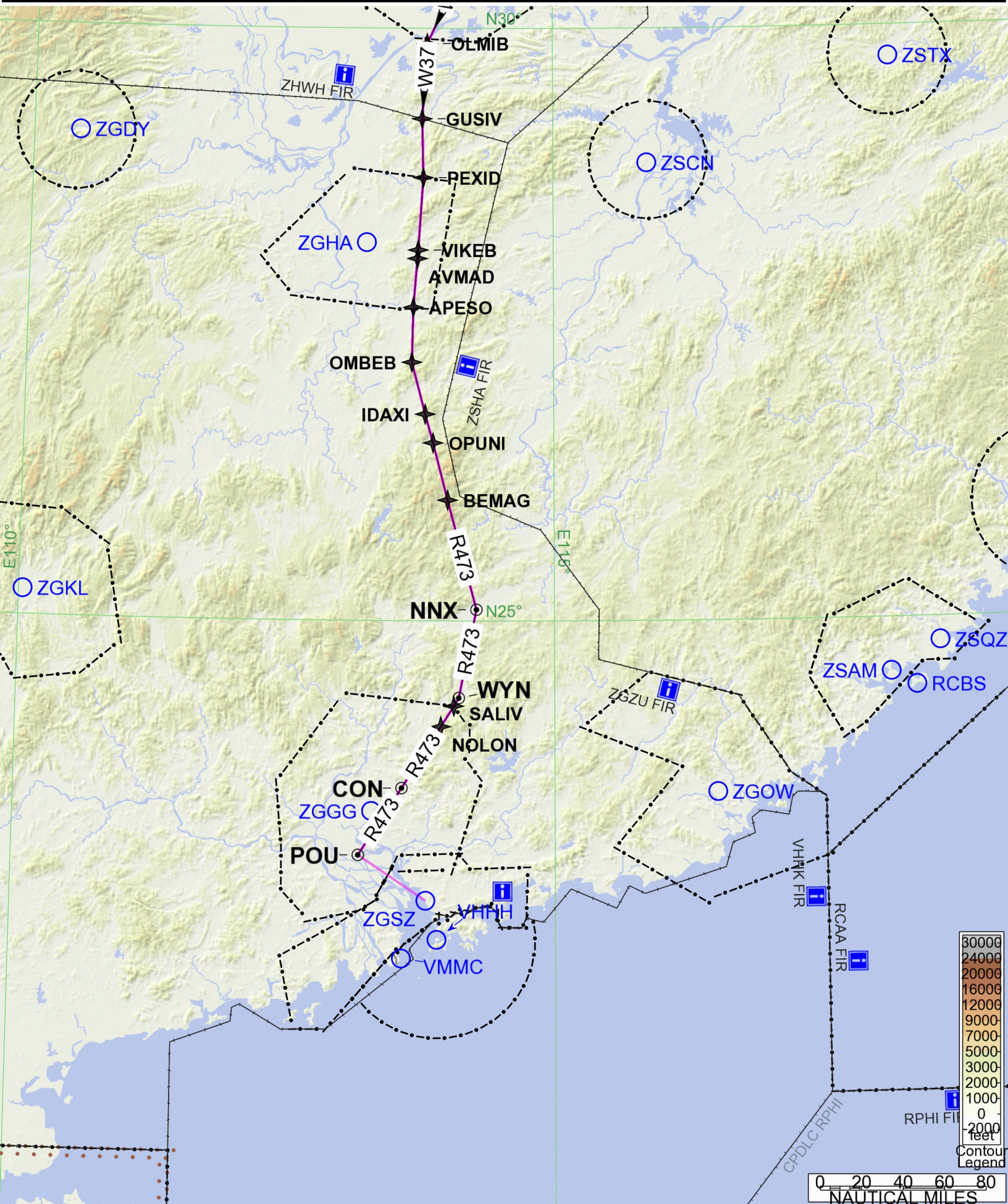
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General Information

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: 118.500
Beijing Tower: 118.050 Secondary
Beijing Tower: 118.600
Beijing Tower: 124.300
Beijing Tower: 118.300 Secondary
Beijing Ground: 121.850
Beijing Ground: 121.800
Beijing Ground: 121.900
Beijing Ground: 121.700
Beijing Ground: 121.750
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: 121.100
Beijing Approach: 124.400
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
Beijing Approach: 120.600
Capital Approach: 120.200
Beijing Approach: 119.850

Beijing Approach: 119.700
Beijing Approach: 119.425 Secondary
Capital Approach: 119.000
Beijing De-Icing Operations: 120.200
Beijing De-Icing Operations: 119.425

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:

RVR (m)	RWY 36L	RWY 36R	RWY 01
550-400	take-off	take-off, landing	take-off, landing
400-300			
300-200			take-off
200-175		HUD take-off, landing	HUD take-off
175-150		HUD take-off	
150-90			

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).

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Eff 19 Apr 1600Z

BEIJING, PR OF CHINA
AIRPORT BRIEFING

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.

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20 JAN 23 **(10-1P2)**

BEIJING, PR OF CHINA
AIRPORT BRIEFING

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 connctet 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.

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20 JAN 23 **(10-1P3)****BEIJING, PR OF CHINA**
AIRPORT BRIEFING

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.

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19 MAY 23 (10-1P4)

BEIJING, PR OF CHINA
AIRPORT BRIEFING

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".

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BEIJING, PR OF CHINA
AIRPORT BRIEFING

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.

ZBAA/PEK
CAPITAL**JEPPESEN**
19 MAY 23 **(10-1P6)****BEIJING, PR OF CHINA**
AIRPORT BRIEFING**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

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BEIJING, PR OF CHINA
AIRPORT BRIEFING

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.

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JEPPESEN
19 MAY 23 10-1P8

BEIJING, PR OF CHINA
AIRPORT BRIEFING

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 $V_2 + 20\text{km/h}$ (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.

CHANGES: Communications, TAI MSA.

D-ATIS
128.65
(Chinese 127.6)

Apt Elev
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
8ZA

AVBOX (FL177-; FL167+) - AA548 (FL177-) - AA547 (FL167-) - AA546 - AA545 (FL138+) - AA544 - AA543 (6890+) - AA522 (5910-) - AA521 (K210-; 3940+).

DUGEB 8YA
8YA

DUGEB (FL177-; FL167+) - AA568 - AA567 - AA566 (FL167+) - AA565 (FL148+) - AA564 - AA563 - AA562 (9850+) - AA561 (8860+) - AA582 (8860+) - AA581 (K210-; 4930+).

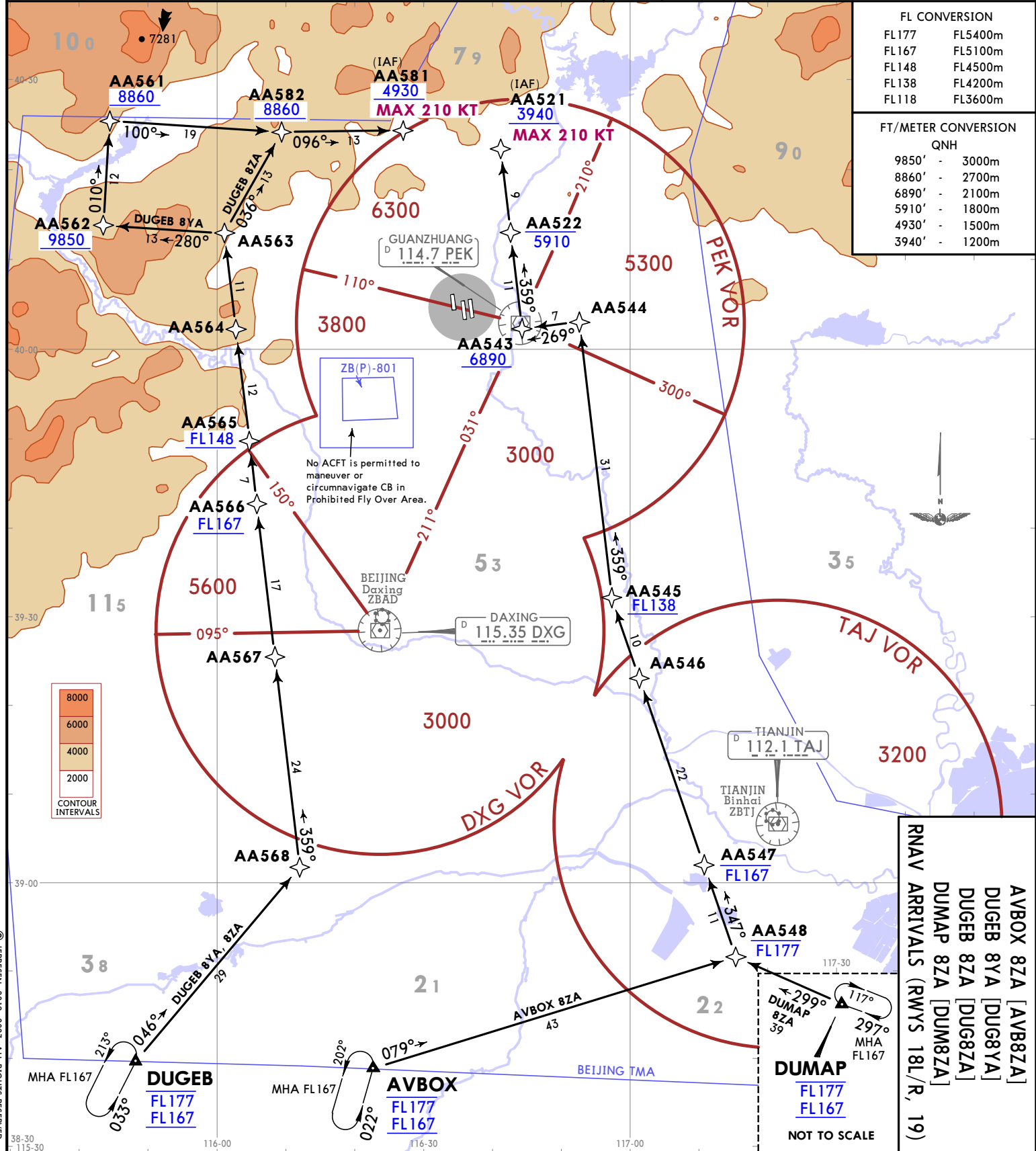
DUGEB 8ZA
8ZA

DUGEB (FL177-; FL167+) - AA568 - AA567 - AA566 (FL167+) - AA565 (FL148+) - AA564 - AA563 - AA582 (8860+) - AA581 (K210-; 4930+).

DUMAP 8ZA
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

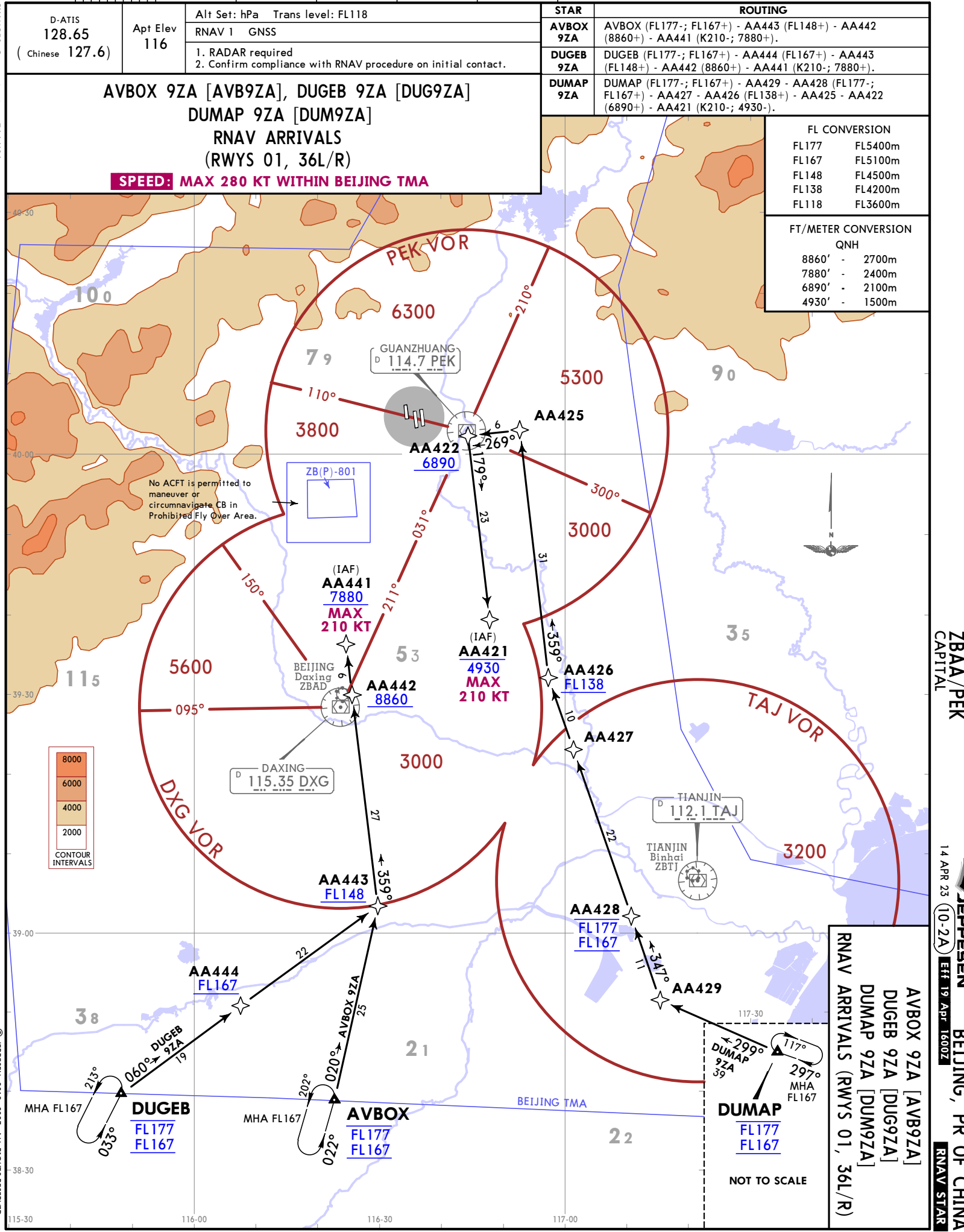


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14 APR 23
JEPPESSEN
CAPITAL
Eff 19 Apr 1600Z
10-2

BEIJING, PR OF CHINA
RNAV STAR

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CHANGES: Communications, TAI MSA.



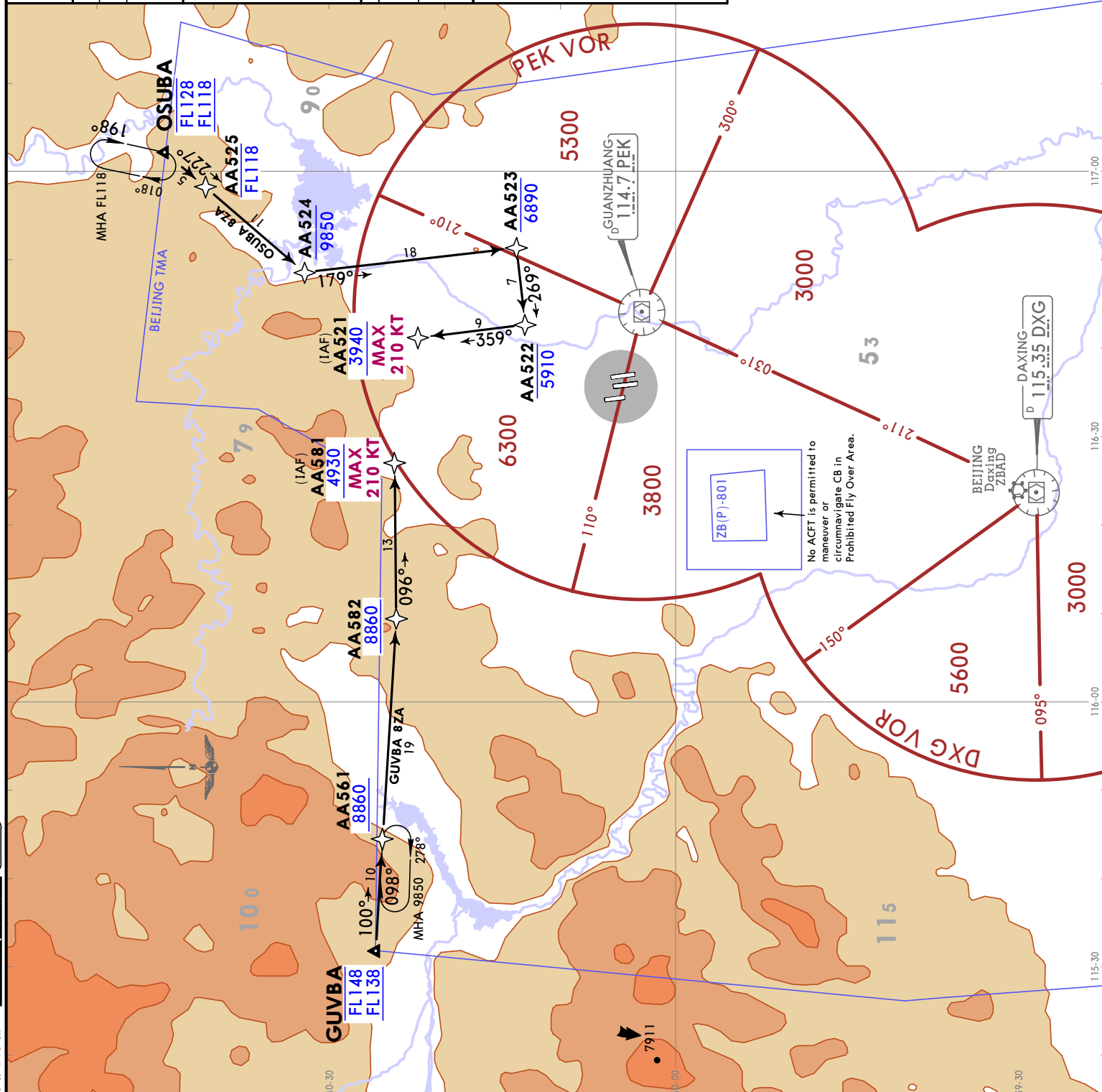
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EFF 19 Apr 1600Z

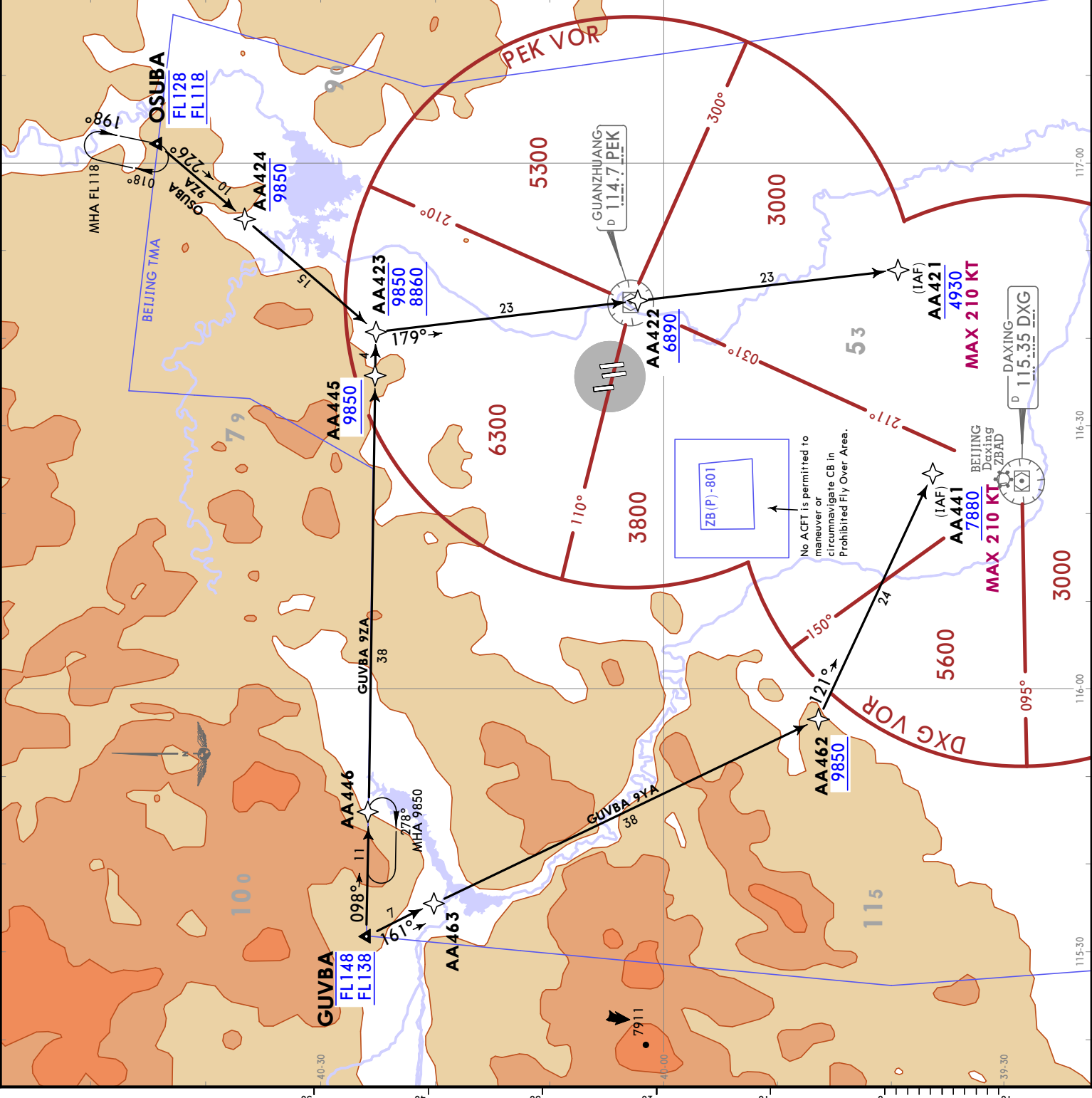
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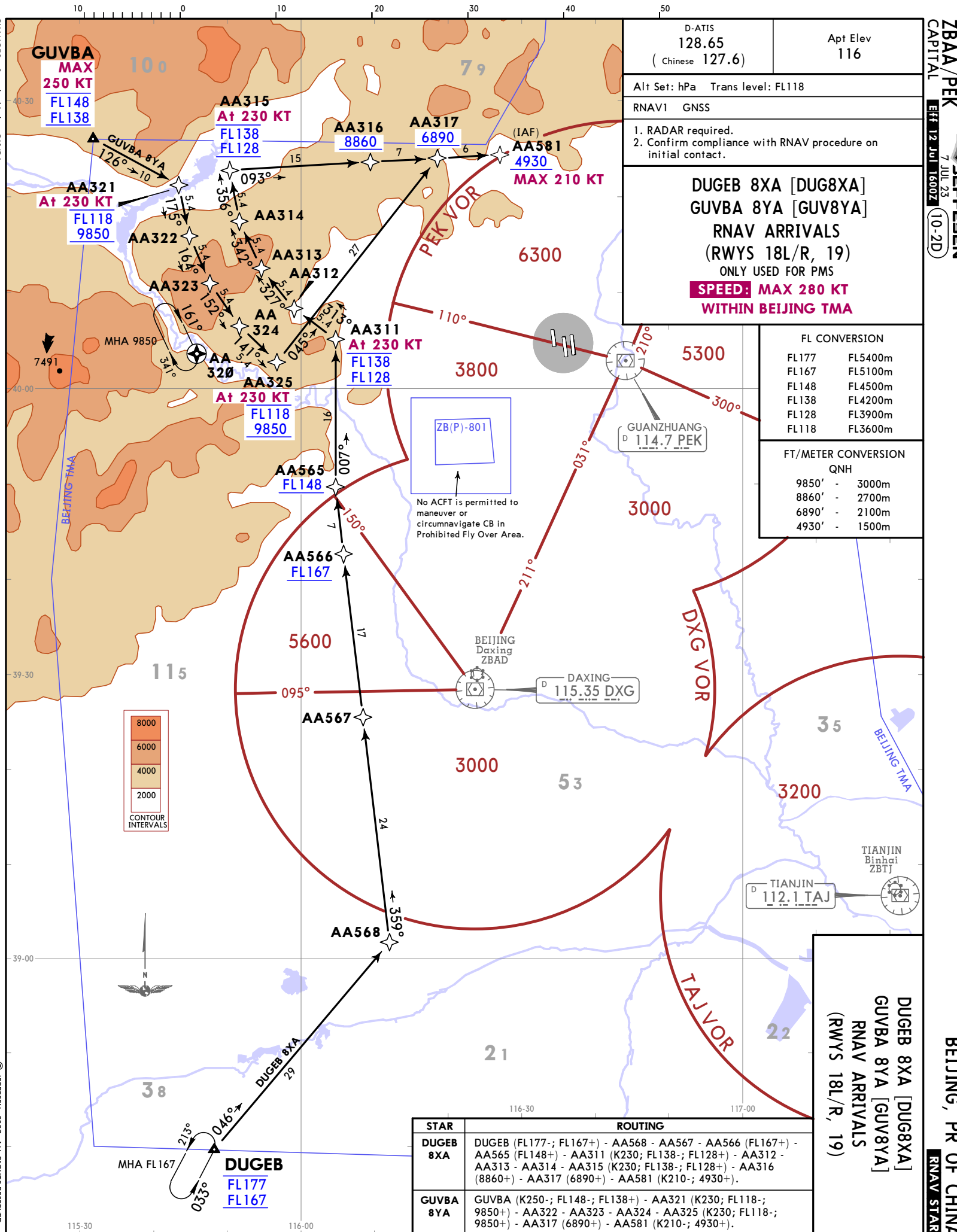
D-ATIS 128.65 (Chinese 127.6)		Apt Elev 116	
Alt Set: hPa Trans level: FL118			
RNAV1 GNSS			
1. RADAR required. 2. Confirm compliance with RNAV procedure on initial contact.			
GUVBA 8ZA [GUV8ZA] OSUBA 8ZA [OSU8ZA] RNAV ARRIVALS (RWYS 18L/R, 19) SPEED: MAX 280 KT WITHIN BEIJING TMA			
STAR	ROUTING		
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+).		
3200 MSA 112.1 TAJ VOR		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



D-ATIS 128.65 (Chinese 127.6)		Apt Elev 116
Alt Set: hPa Trans level: FL118		
RNAVI 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-).	
FL CONVERSION		FL148 FL4500m FL138 FL4200m FL128 FL3900m FL118 FL3600m
FT/METER CONVERSION		QNH 9850' - 3000m 8860' - 2700m 7880' - 2400m 6890' - 2100m 4930' - 1500m
3200		MSA 112.1 TAJ VOR

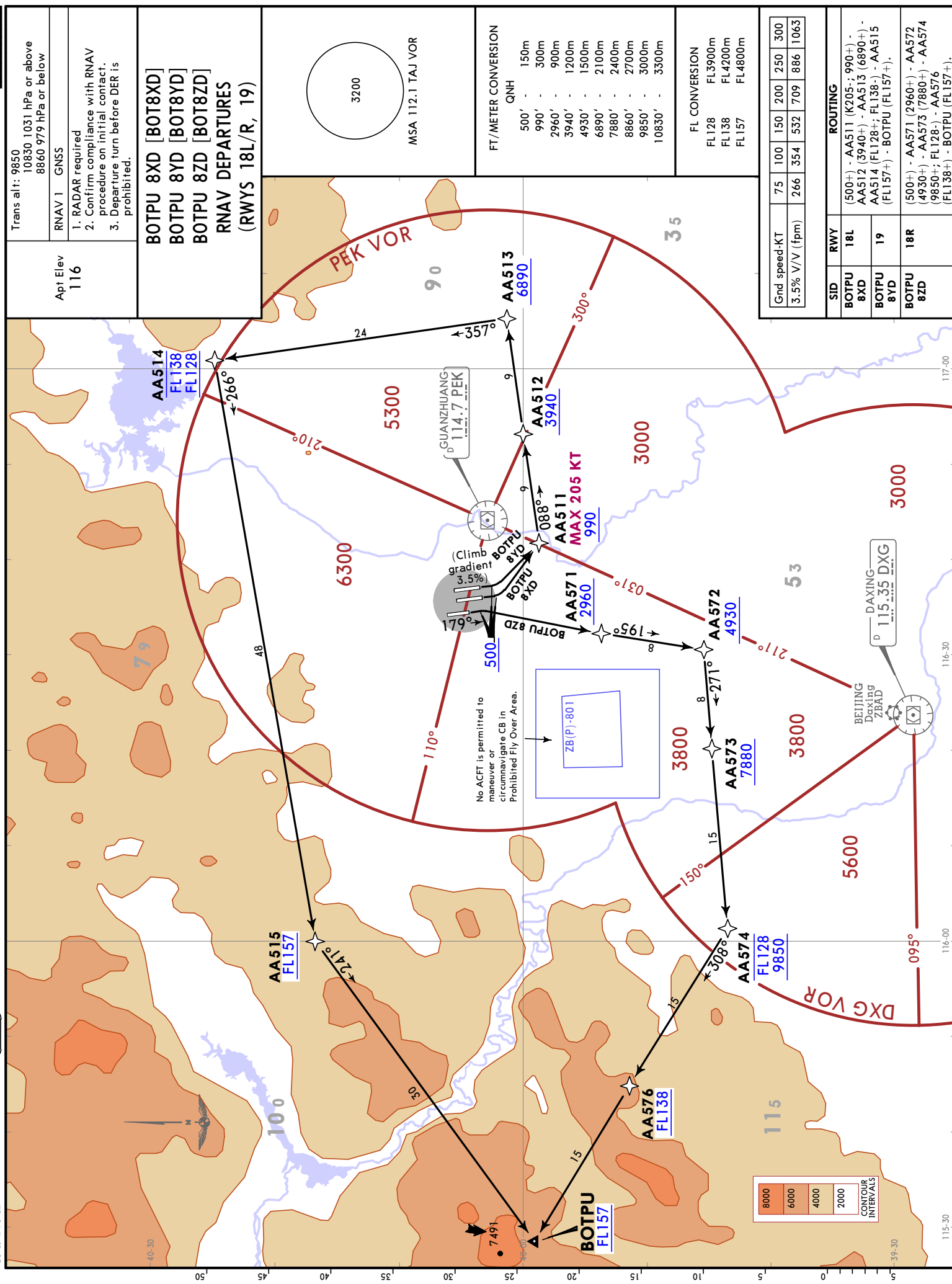


CHANGES: Speed added at GUVBA.



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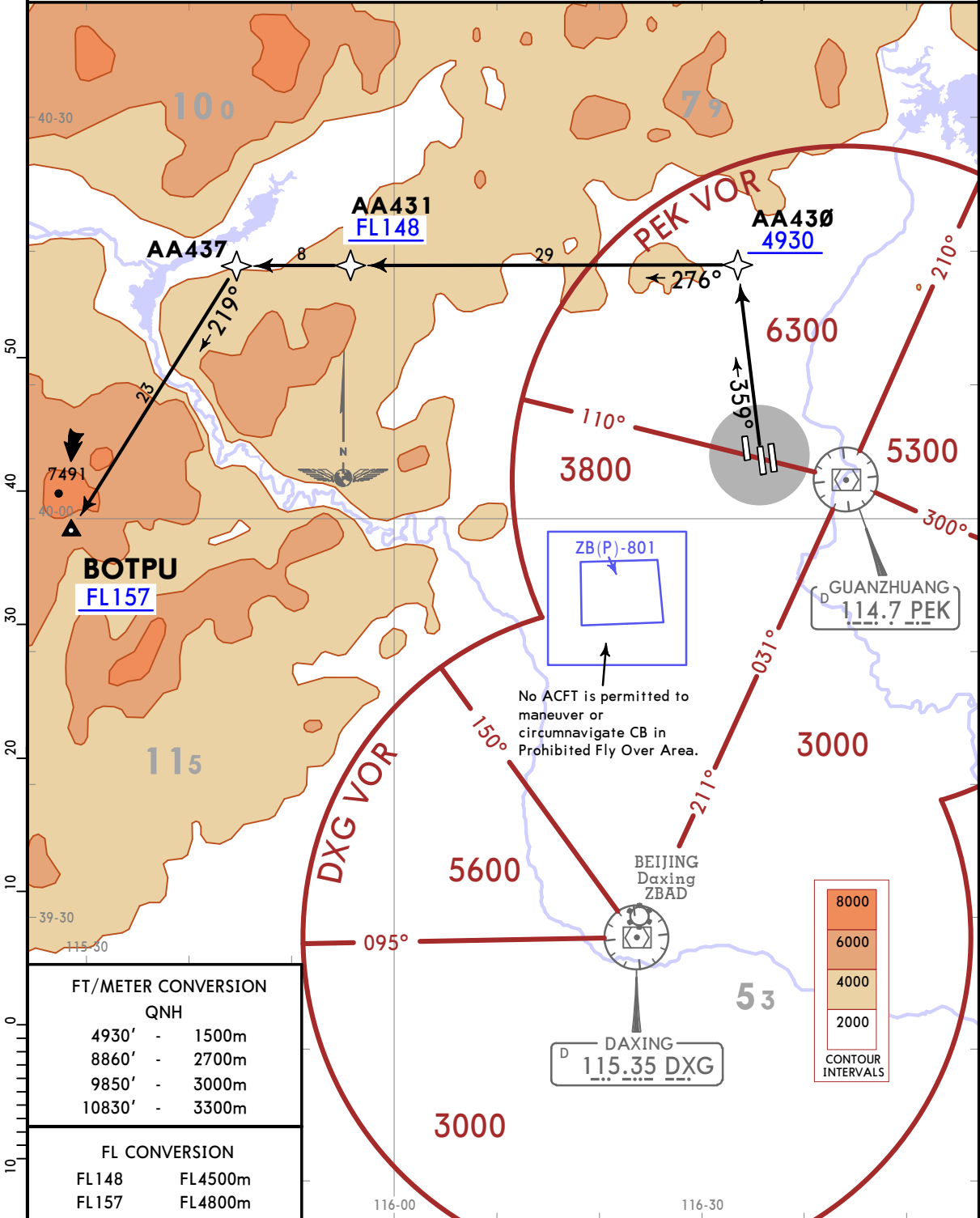


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14 APR 23 10-3A

BEIJING, PR OF CHINA
RNAV SID

Apt Elev 116	Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below	3200 MSA 112.1 TAJ VOR
	RNAV 1 GNSS	
	1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.	
BOTPU 9ZD [BOT9ZD] RNAV DEPARTURE (RWY 36R)		



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

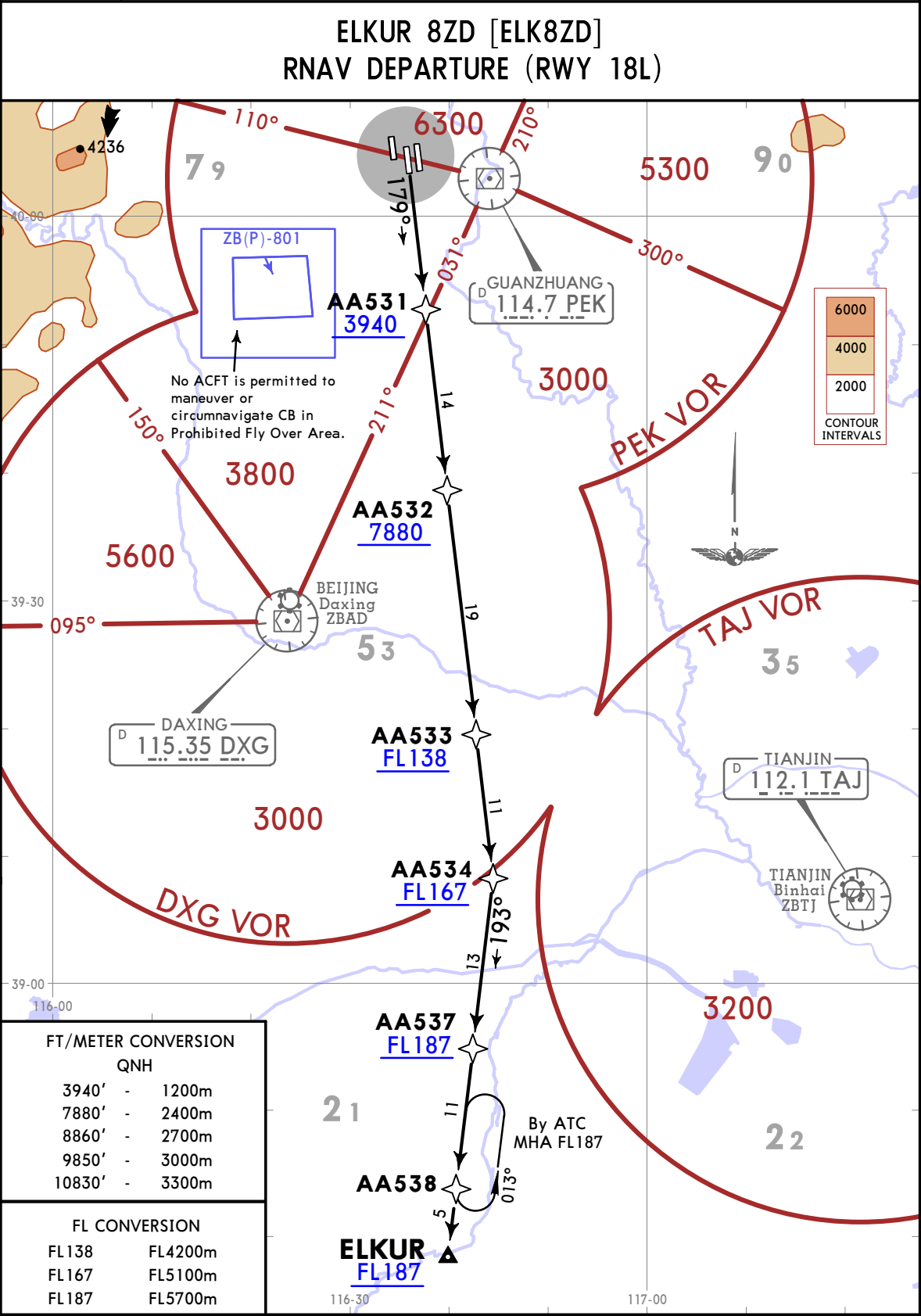
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14 APR 23 10-3D

BEIJING, PR OF CHINA
RNAV SID

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



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

CHANGES: TAJ MSA.

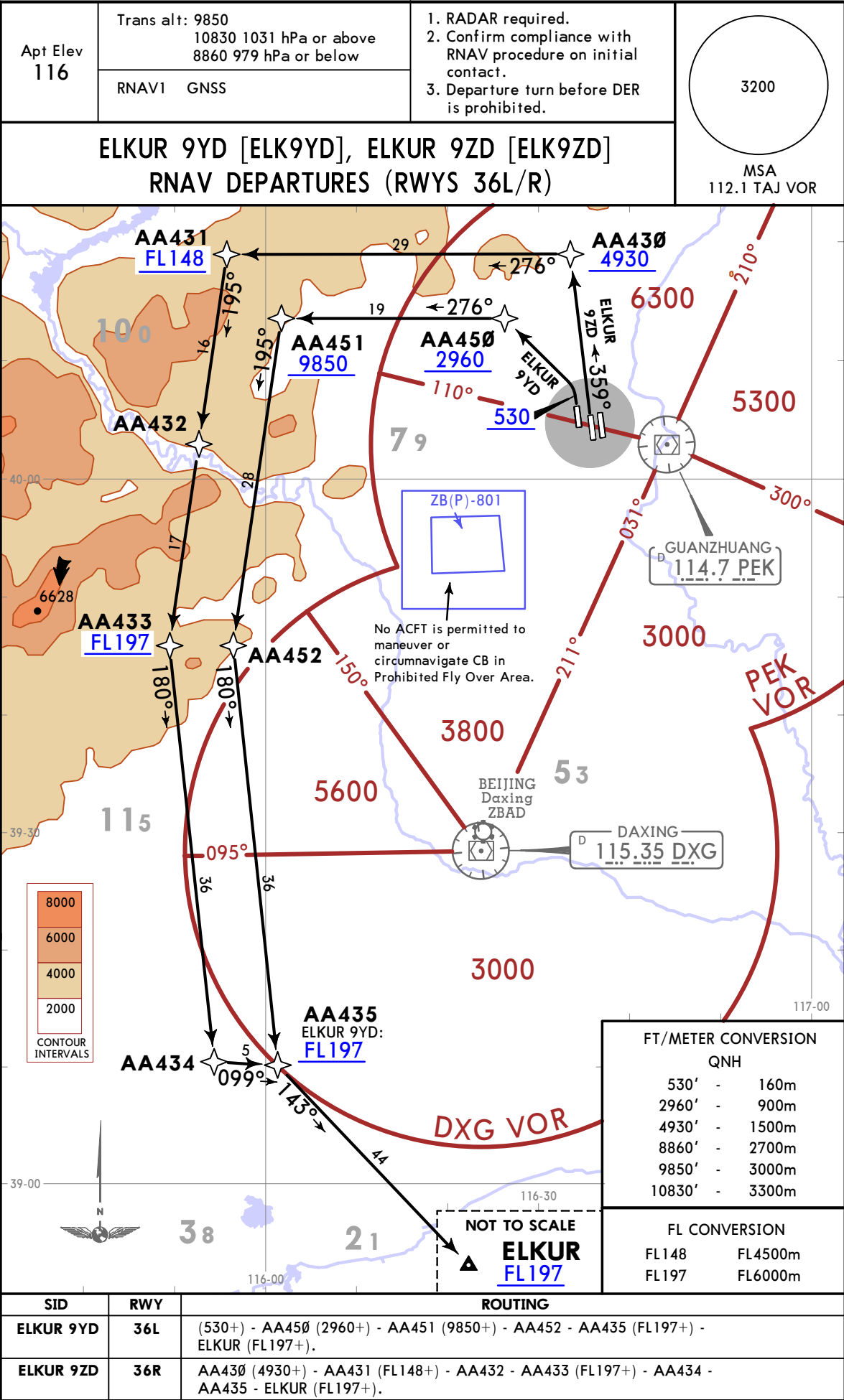
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RNAV SID

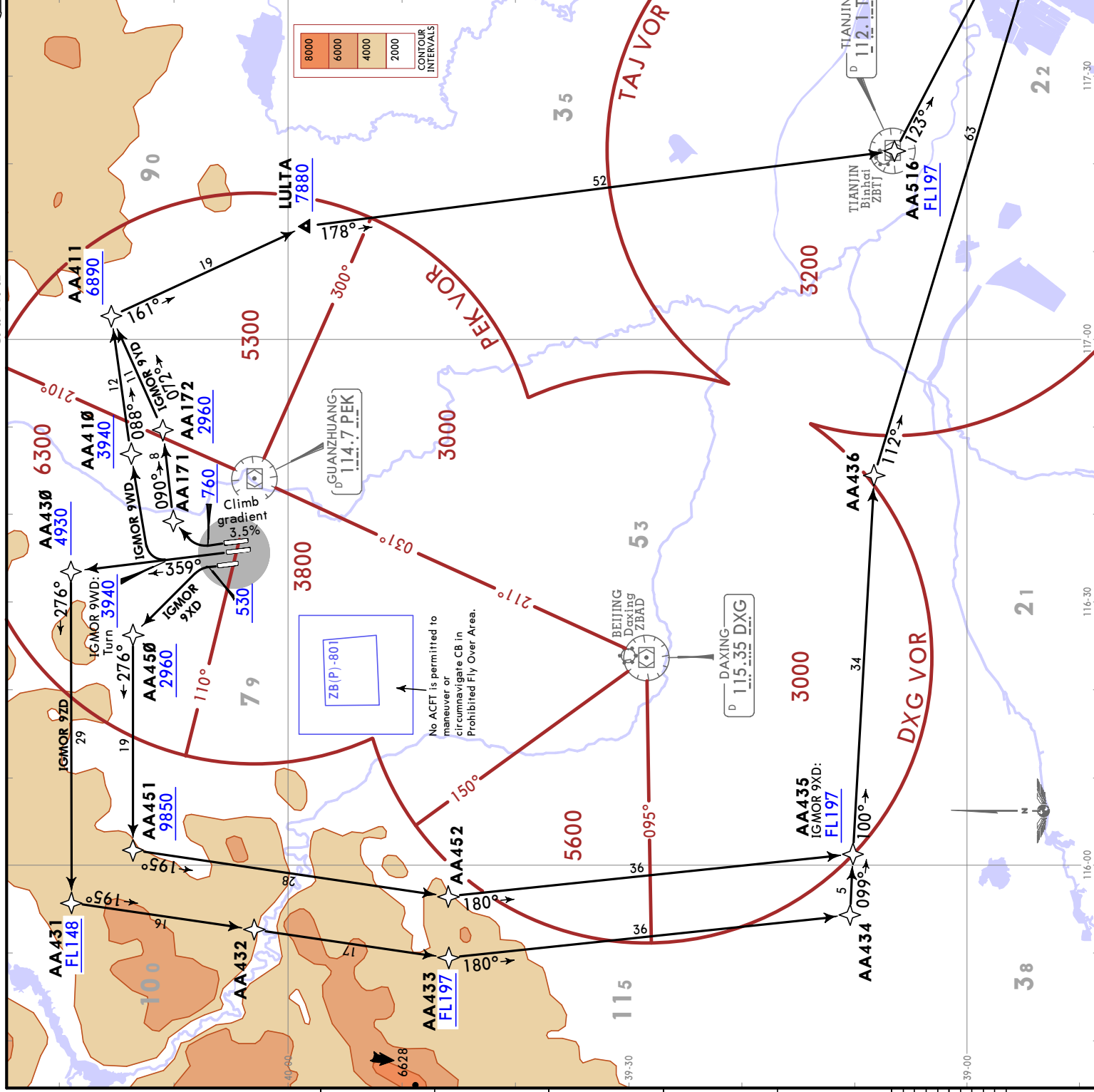


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Apt Elev 116		Trans alt: 9850 10830 1031 hPa or above 8860 979 hPa or below					
		RNAV 1 GNSS					
IGMOR 9WD [IGM9WD] IGMOR 9XD [IGM9XD] IGMOR 9YD [IGM9YD] IGMOR 9ZD [IGM9ZD] RNAV DEPARTURES (RWYS 01, 36L/R)		1. RADAR required 2. Confirm compliance with RNAV procedure on initial contact. 3. Departure turn before DER is prohibited.					
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

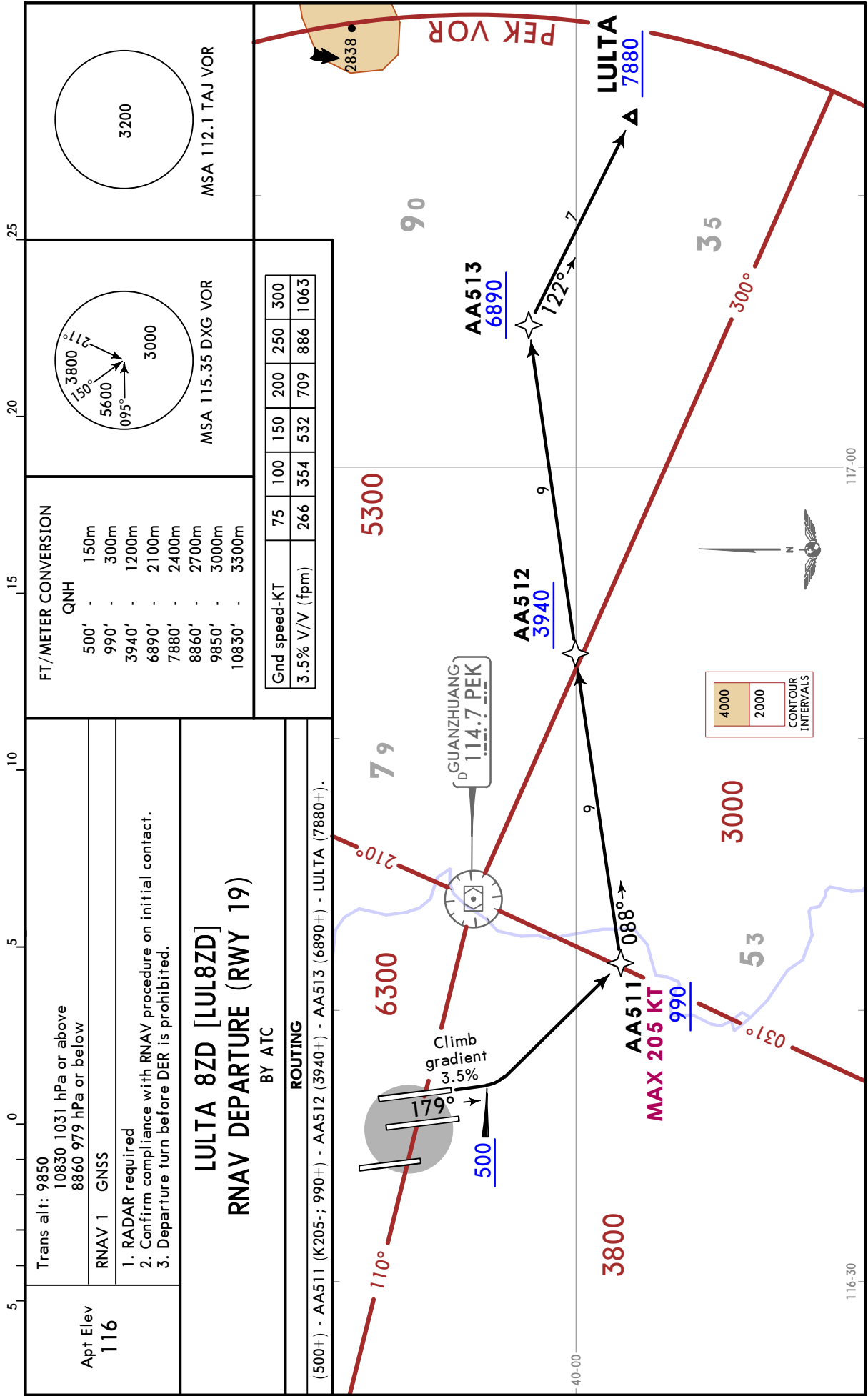
FT/METER CONVERSION	
QNH	
530' -	160m
760' -	230m
2960' -	900m
3940' -	1200m
4930' -	1500m
6890' -	2100m
7880' -	2400m
8860' -	2700m
9850' -	3000m
10830' -	3300m
FL CONVERSION	
FL148	FL4500m
FL197	FL6000m



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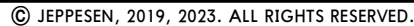
JEPPESSEN
14 APR 23 10-3K

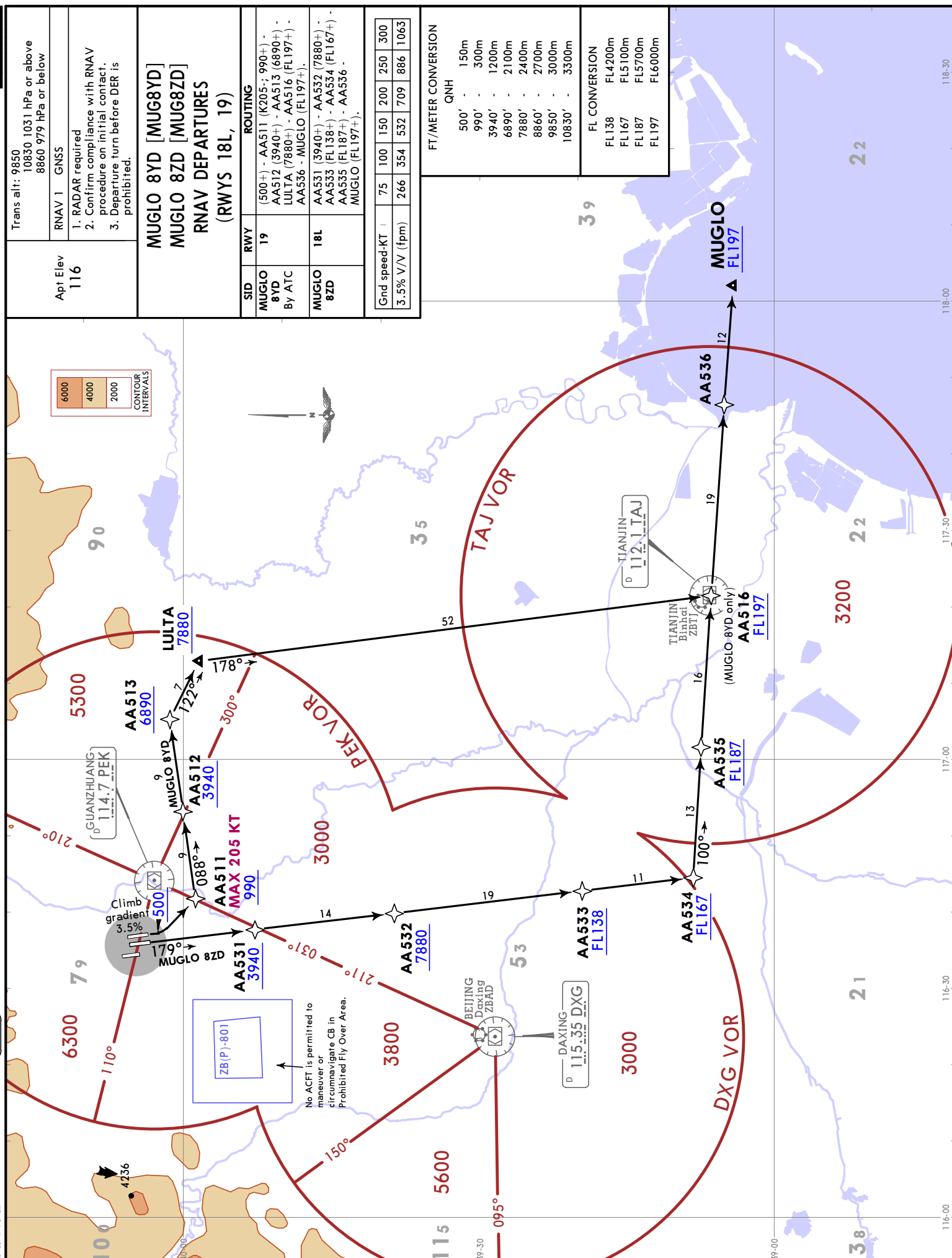
BEIJING, PR OF CHINA
RNAV SID



CHANGES: TAJ MSA.

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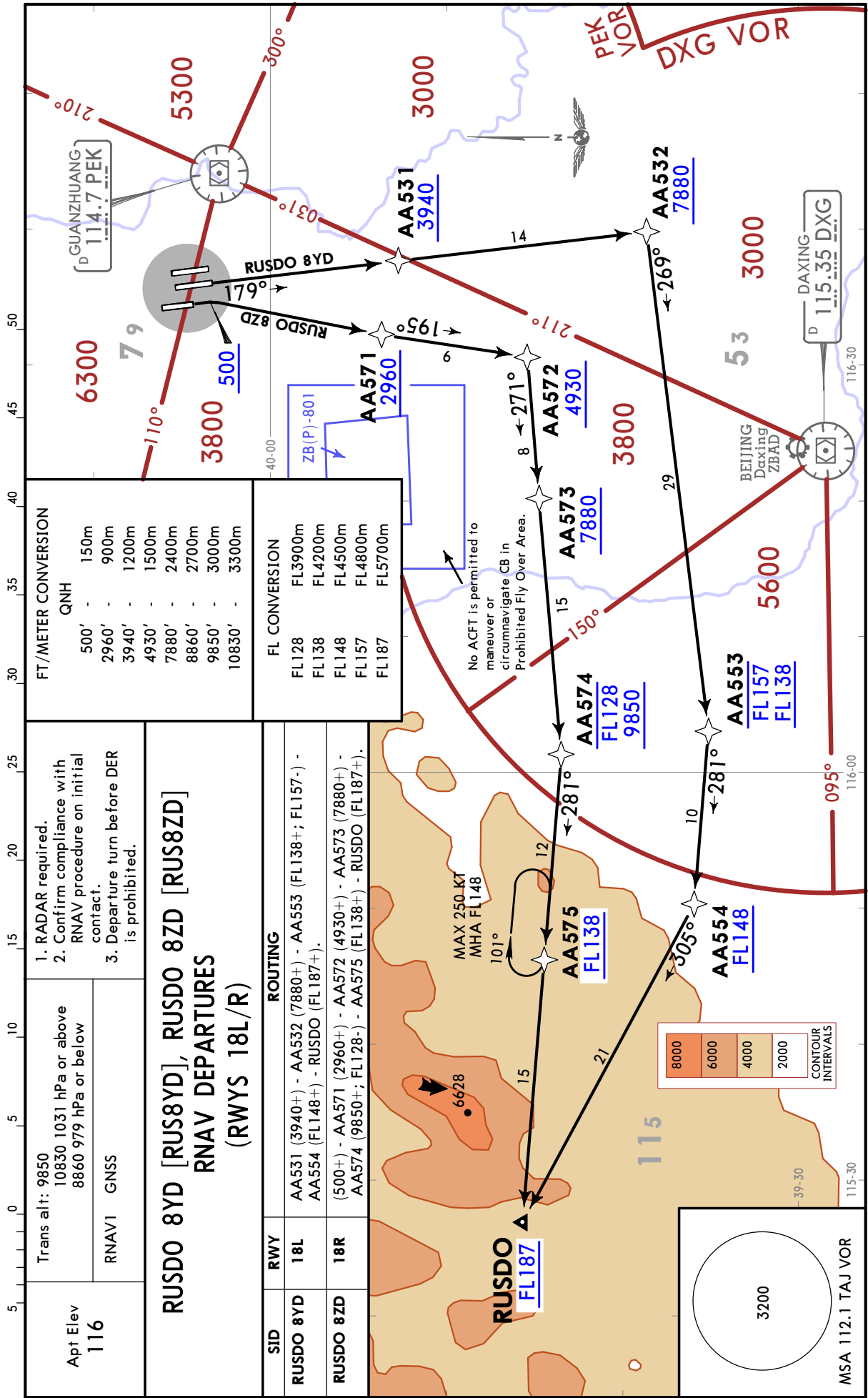




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JEPPESSEN
14 APR 23 10-3P

BEIJING, PR OF CHINA
RNAV SID



CHANGES: TAJ MSA.

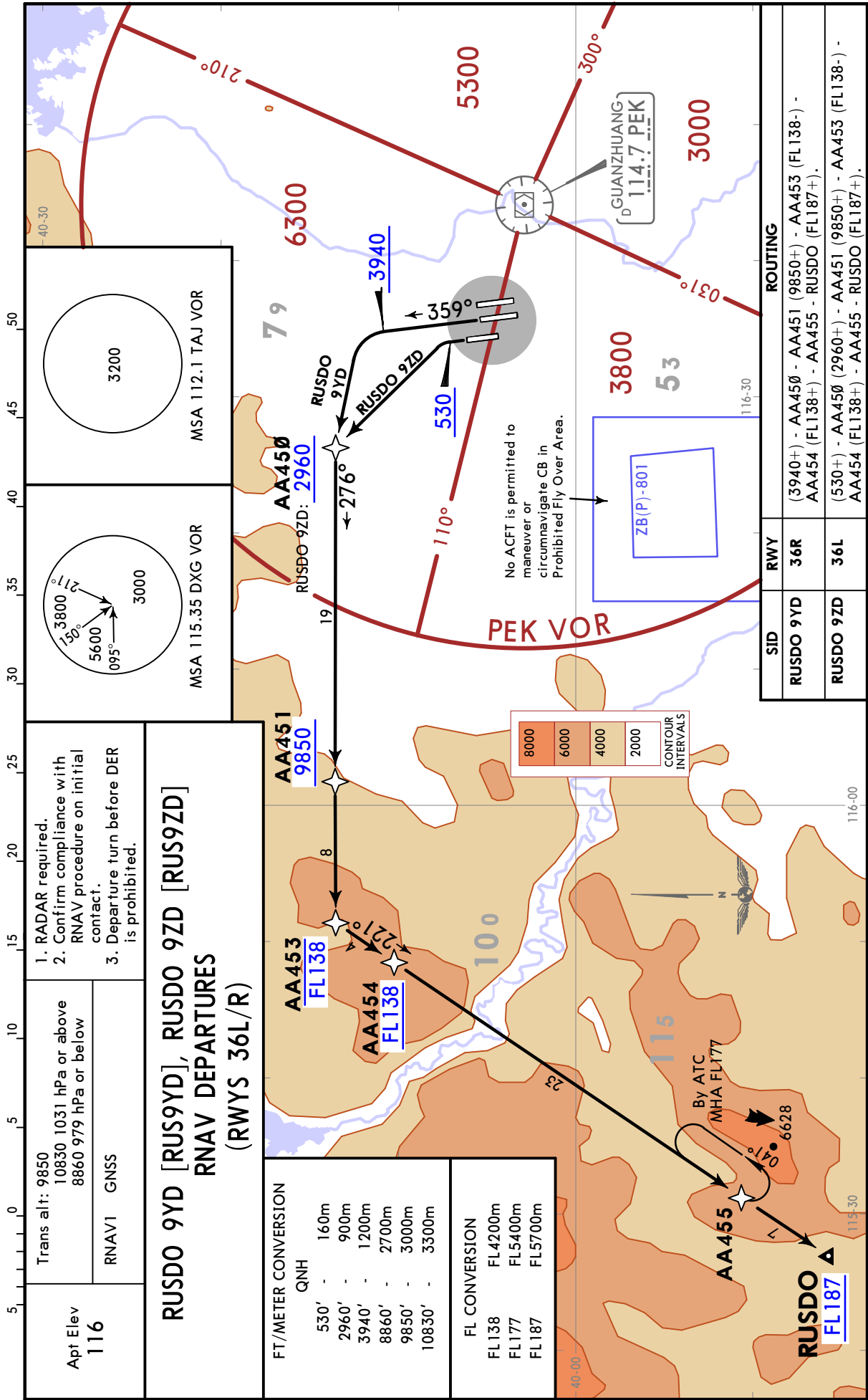
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14 APR 23 10-3Q

BEIJING, PR OF CHINA

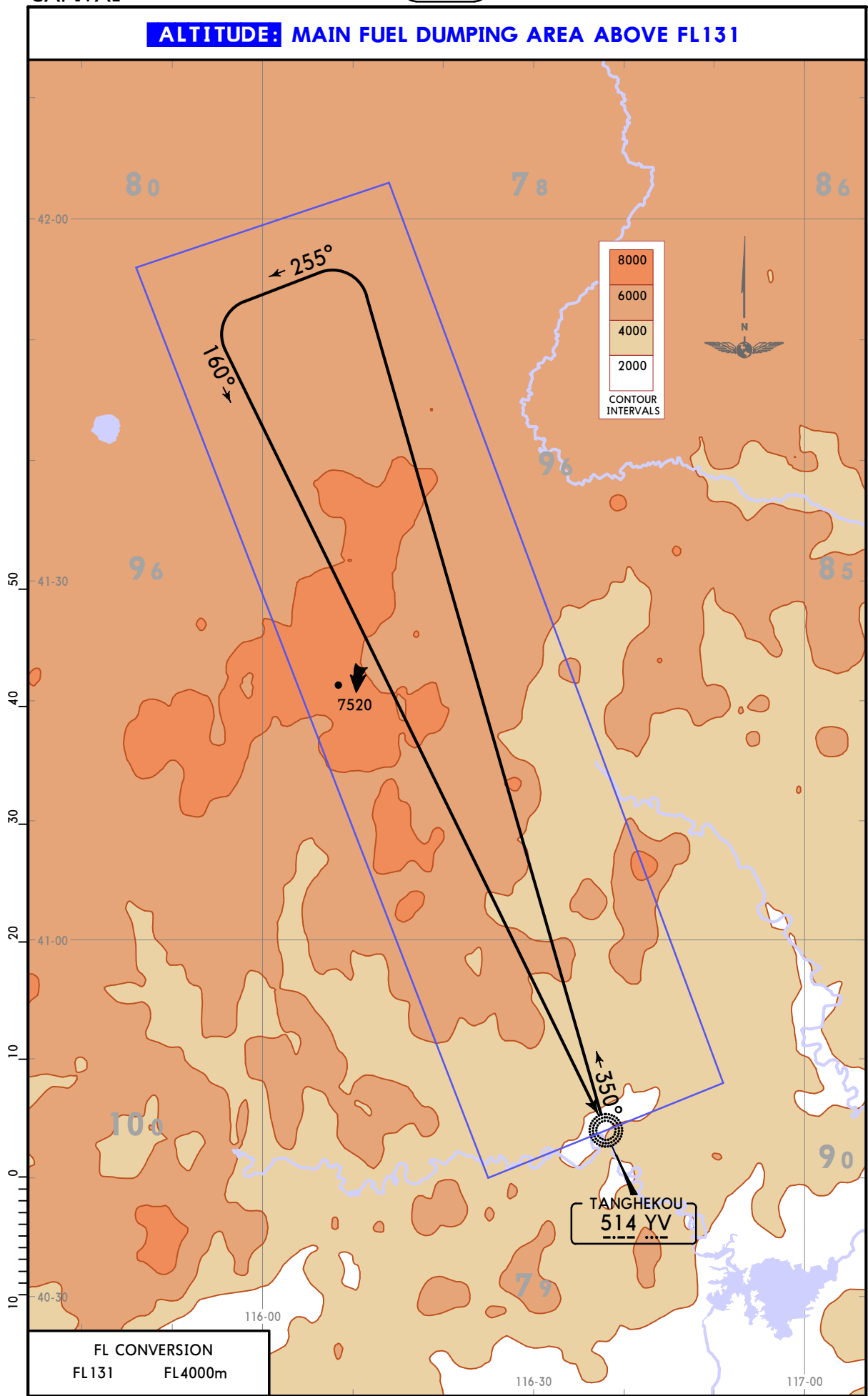
RNAV SID

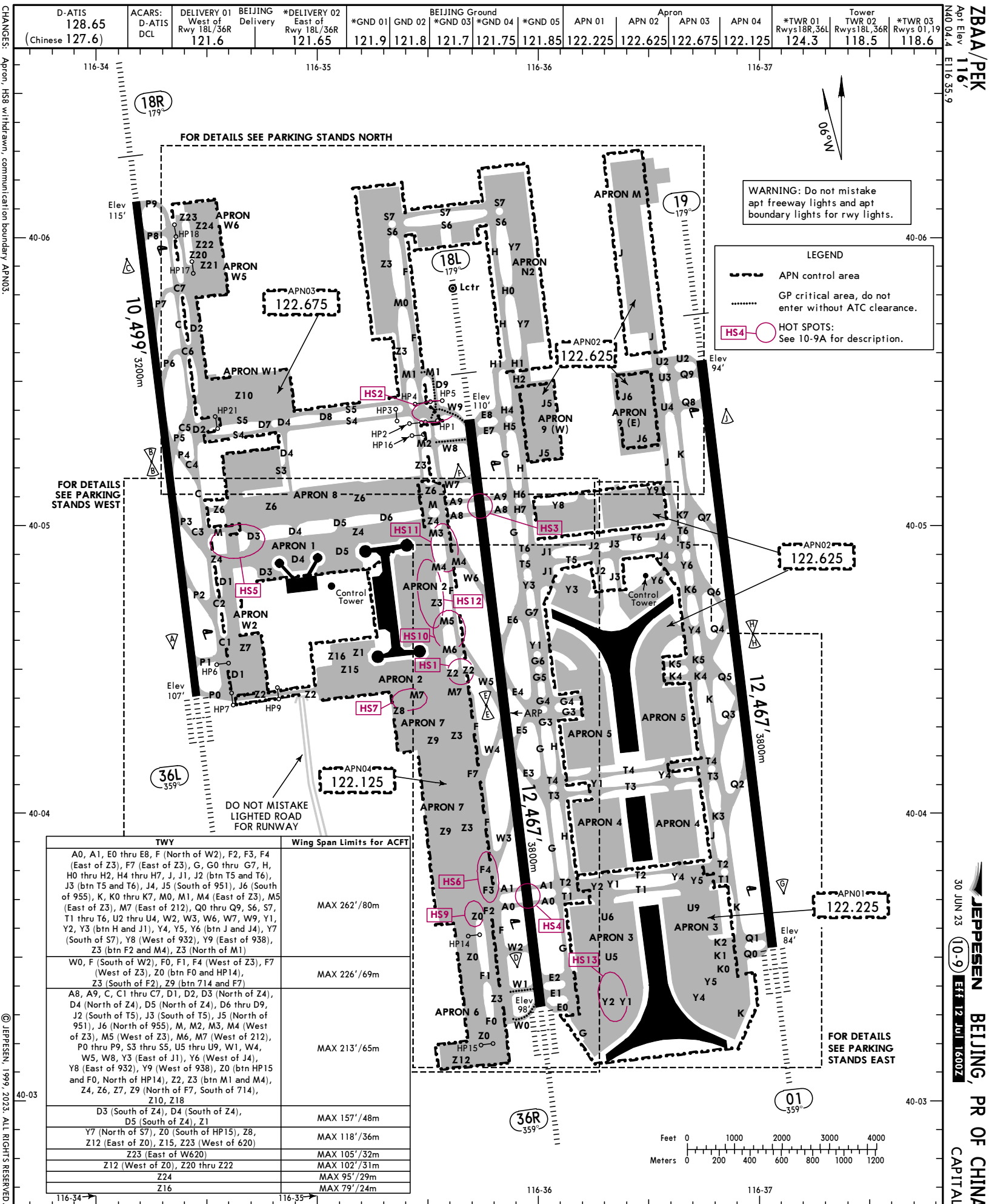


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17 AUG 18 10-3Z

BEIJING, PR OF CHINA
FUEL DUMPING AREA





ADDITIONAL RUNWAY INFORMATION									
RWY	LANDING BEYOND				USABLE LENGTHS				
	Threshold				Glide Slope				
01	① HIRL	② CL	③ HIALS-II	SFL TDZ	④ PAPI	⑤ RVR	TAKE-OFF		
	19	① HIRL	② CL	③ HIALS	SFL PAPI-L(3.2°)	⑥ RVR	11,466' 3495m	11,516' 3510m	197' 60m
① spacing 60m ② spacing 15m ③ length 900m ④ PAPI-L(3.0°) ⑤ HSTIL. HST-Q5, Q6 & Q7									
⑥ HSTIL. HST-Q4, Q3 & Q2									
⑦ 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)									
18L	① HIRL	② CL	③ HIALS	SFL PAPI-L(3.0°)	④ RVR	TAKE-OFF			
	36R	③ HIRL	⑤ CL	⑥ HIALS-II	SFL TDZ	⑦ PAPI	⑧ RVR	11,522' 3512m	11,483' 3500m
③ spacing 60m ④ spacing 15m ⑤ length 900m ⑥ HSTIL. HST-E4, E3, W4 & W3 ⑦ PAPI-L(3.0°)									
⑧ HSTIL. HST-E5, E6, W5 & W6									
⑨ 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)									
18R	① HIRL	② CL	③ HIALS	SFL PAPI-L(3.0°)	④ RVR	TAKE-OFF			
	36L	① HIRL	② CL	③ HIALS-II	SFL TDZ	⑦ PAPI	⑧ RVR	9515' 2900m	9564' 2915m
③ spacing 60m ④ spacing 15m ⑤ length 900m ⑥ HSTIL. HST-P2, P3 & P4 ⑦ PAPI-L(3.0°)									
⑧ HSTIL. HST-P5, P6 & P7									
⑨ 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)									

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		R250m		R250m							
	C											
	D											
Other 1 & 2 Eng	Minimums not established by CAAC										V1600m	

CHANGES: Apron, HS8 withdrawn, communication boundary APN03.

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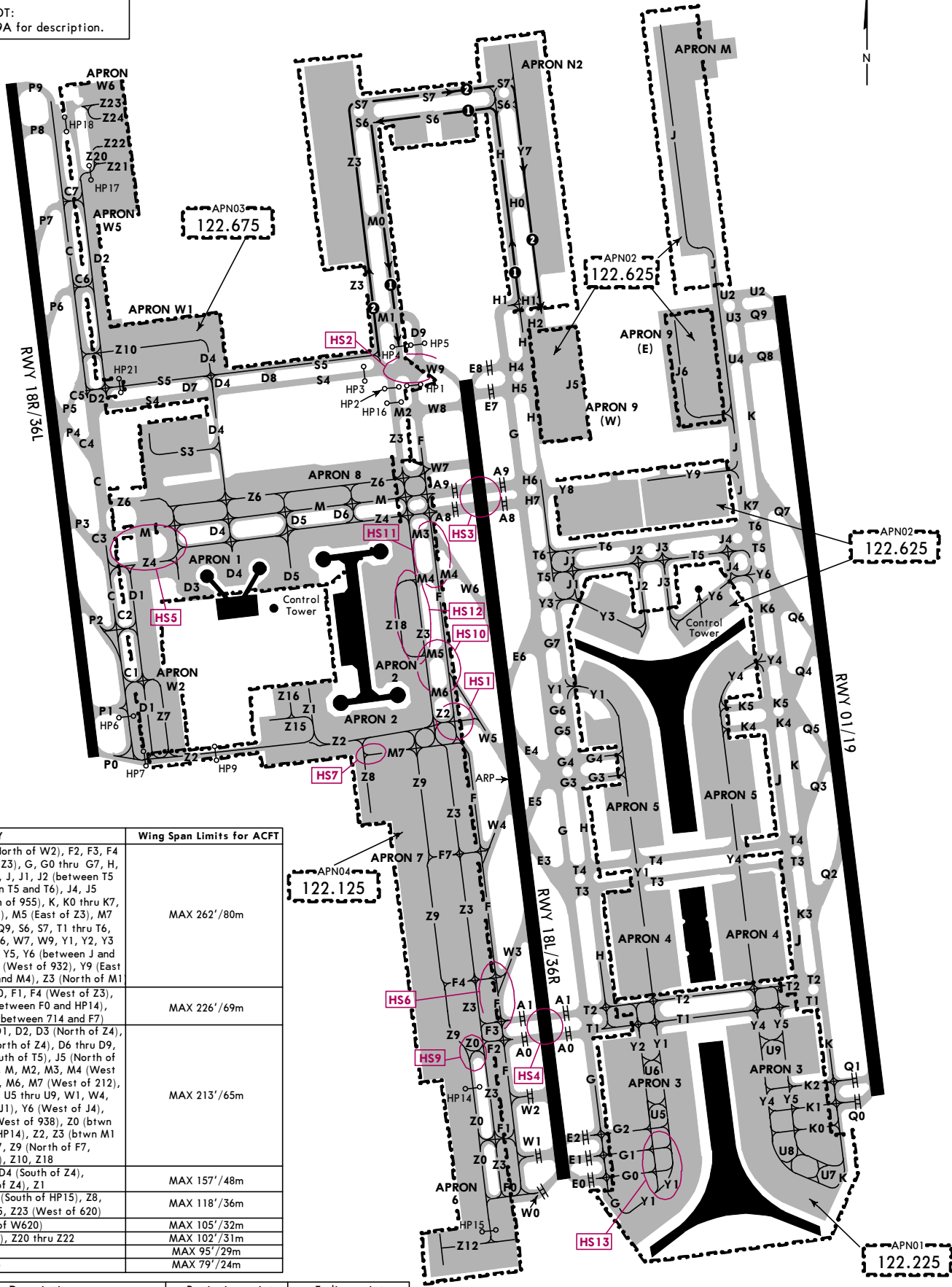
JEPPesen BEIJING, PR OF CHINA
30 JUN 23 10-9B Eff 12 Jul 1600Z
CAPITAL

TAXI ROUTES FOR RWYS 01, 36L, 36R

LEGEND

----- APN control area

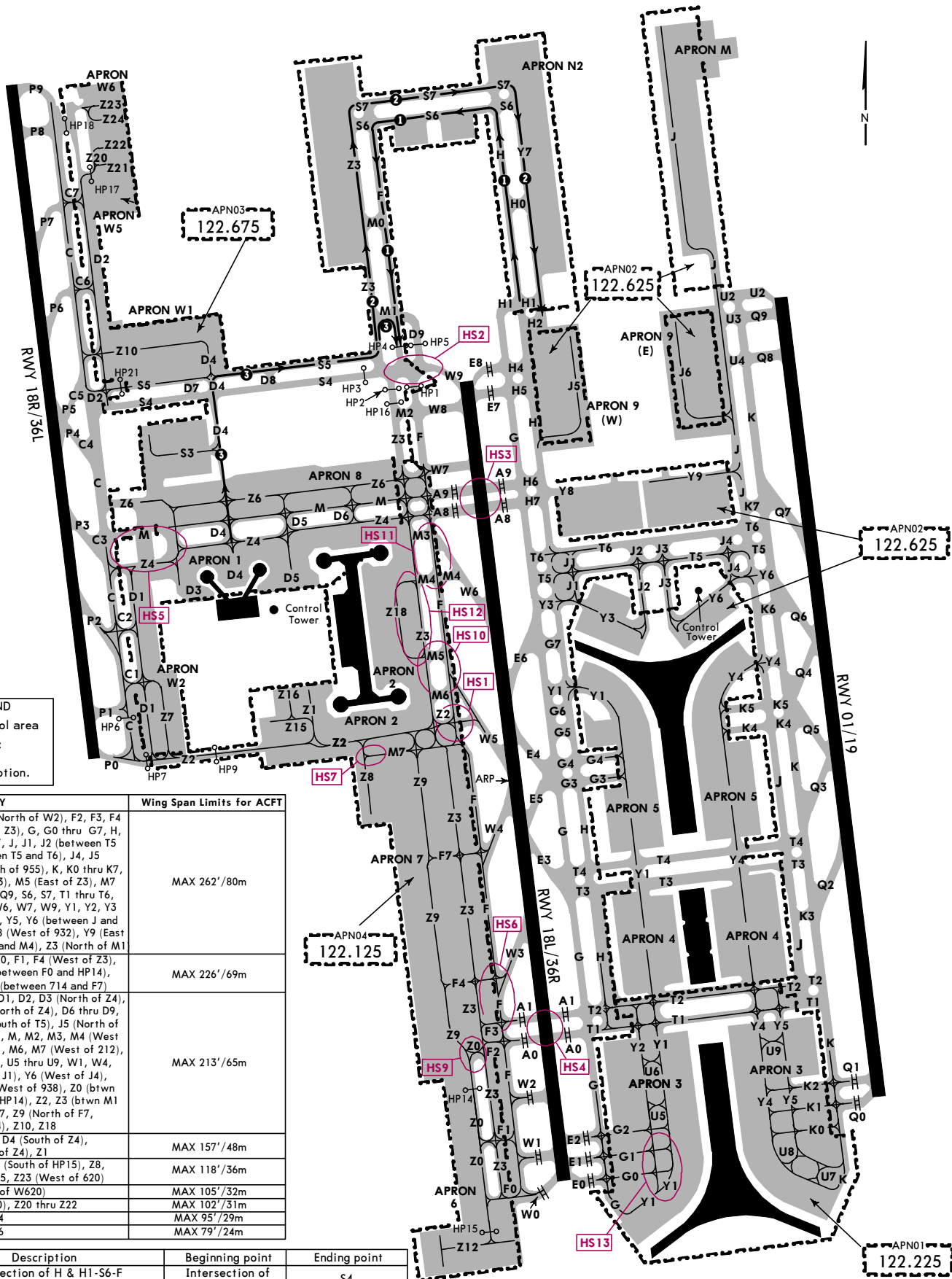
HS4 HOT SPOT:
See 10-9A for description.



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 1	Intersection of H & H1-S6-F-hold short of S4	Intersection of H & H1	S4
Route 2	Intersection of S5 & Z3-S7-Y7-hold short of H2	Intersection of S5 & Z3	H2

TAXI ROUTES FOR RWYS 18L, 18R, 19



CHANGES: Apron, HS withdrawn, communication boundary, APN03.

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LEGEND

--- APN control area

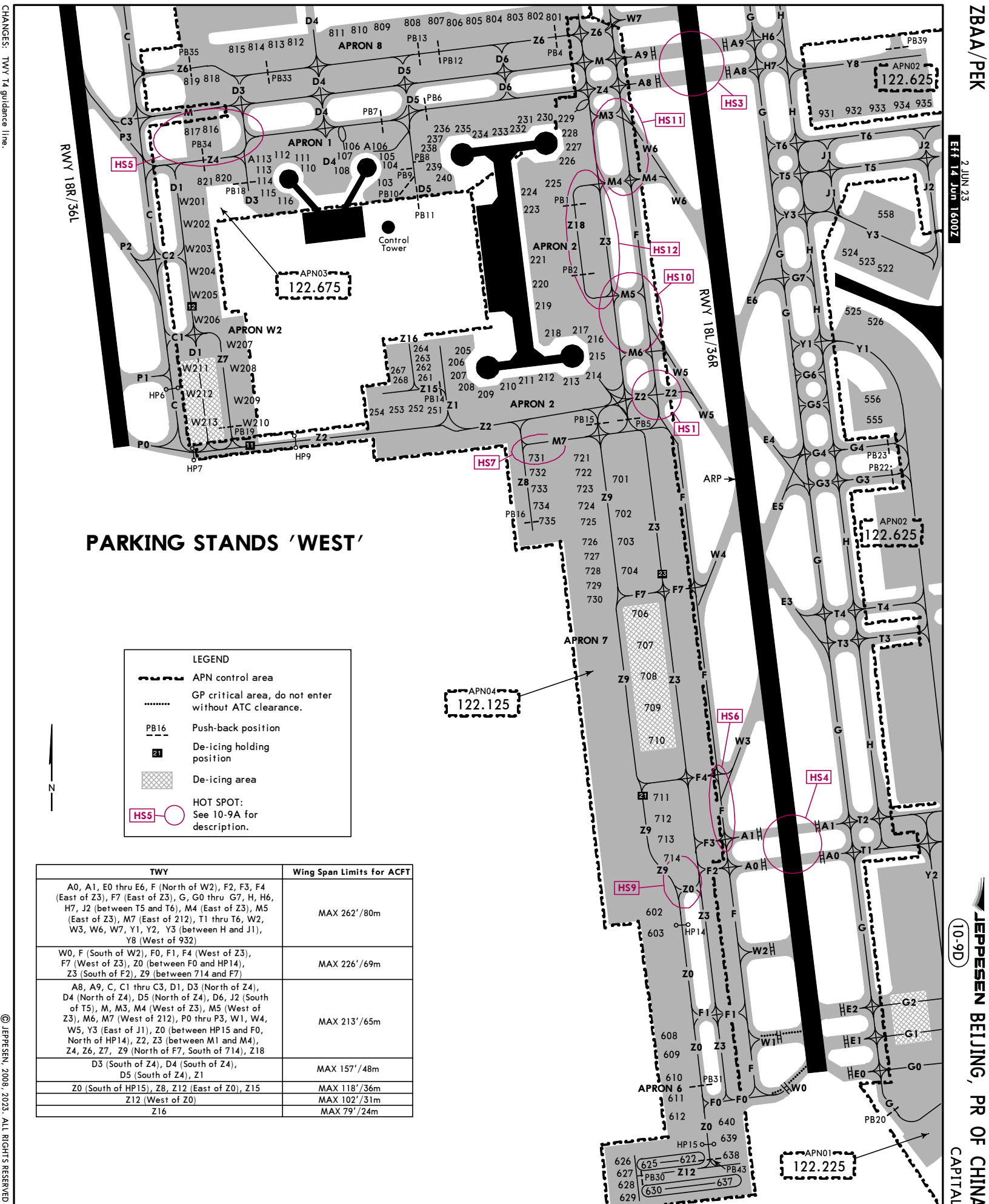
HOT SPOT:
See 10-9A for description.

HS4

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 1	Intersection of H & H1-S6-F hold short of S4	Intersection of H & H1	S4
Route 2	Intersection of S5 & Z3-S7-Y7 hold short of H2	Intersection of S5 & Z3	H2
Route 3	D4-S5-Z3-M1-F hold short of S4	D4	S4

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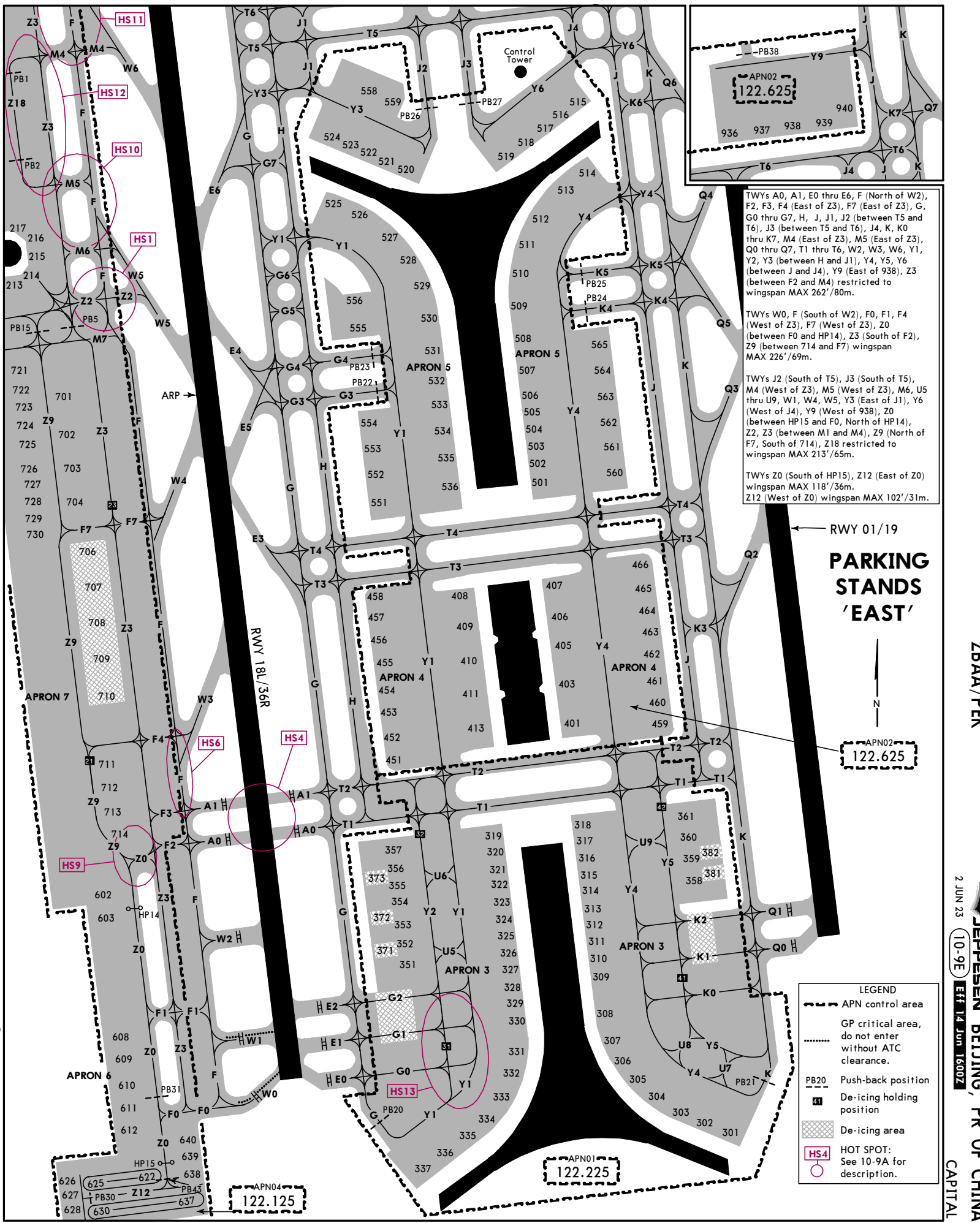


PARKING STANDS 'WEST'

LEGEND

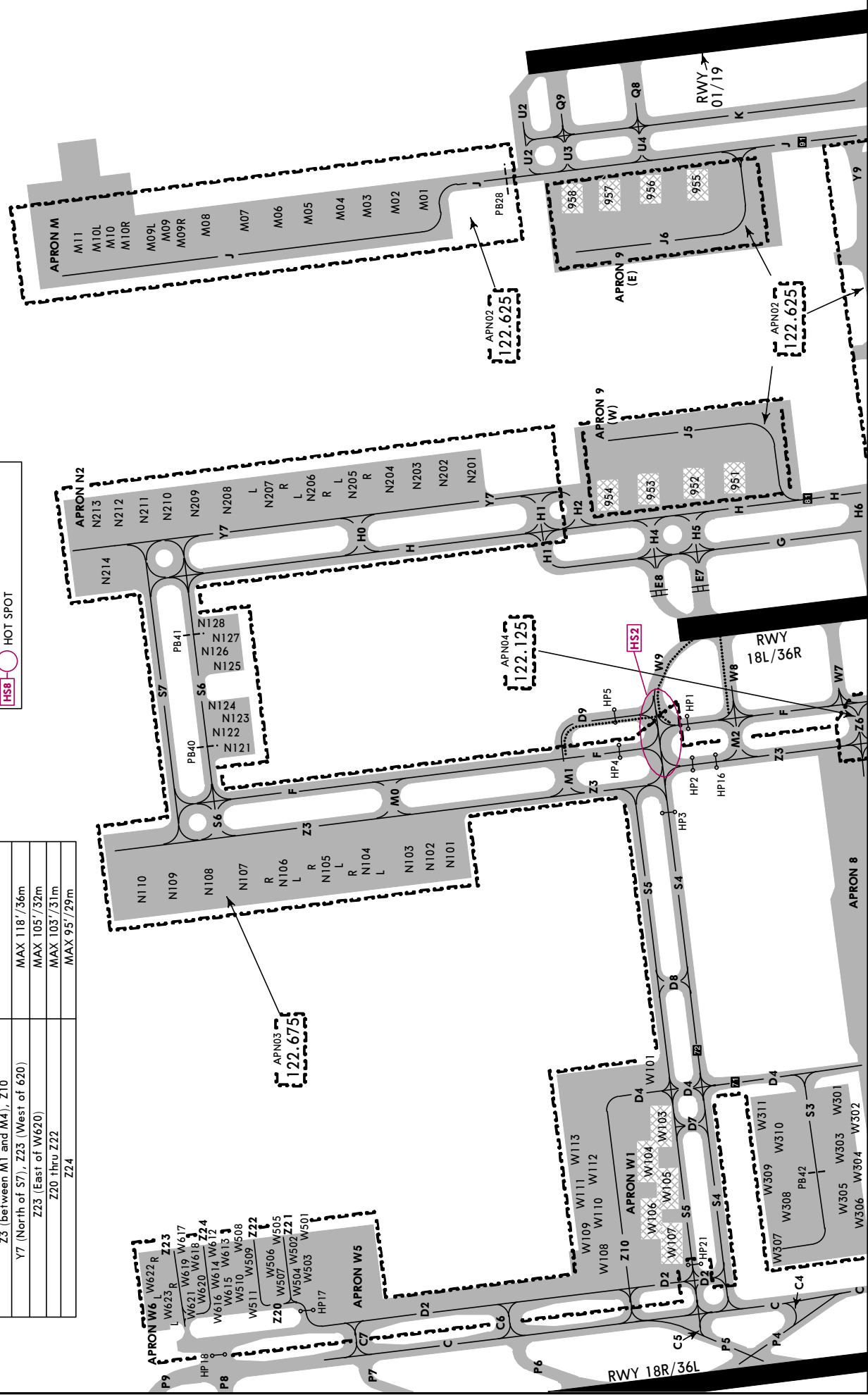
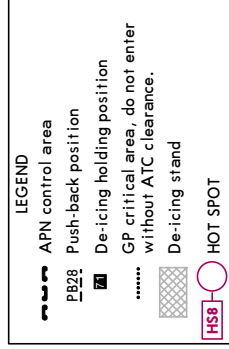
- APN control area
- GP critical area, do not enter without ATC clearance.
- PB16 Push-back position
- De-icing holding position
- De-icing area
- HOT SPOT: See 10-9A for description.

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 Z12), 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 Z12), 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



PARKING STANDS 'NORTH'

Wing Span Limits for ACFT	TWY
MAX 262' / 80m	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 213' / 65m	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 118' / 36m	Y7 (North of S7), Z23 (West of 620)
MAX 105' / 32m	Z23 (East of W620)
MAX 103' / 31m	Z20 thru Z22
MAX 95' / 29m	Z24



ZBAA/PEK

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BEIJING, PR OF CHINA

28 OCT 22

10-9G
Eff 2 Nov 1600Z
CAPITAL

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.

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JEPPESSEN
BEIJING, PR OF CHINA

28 OCT 22

10-9H

Eff 2 Nov 1600Z

CAPITAL

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.

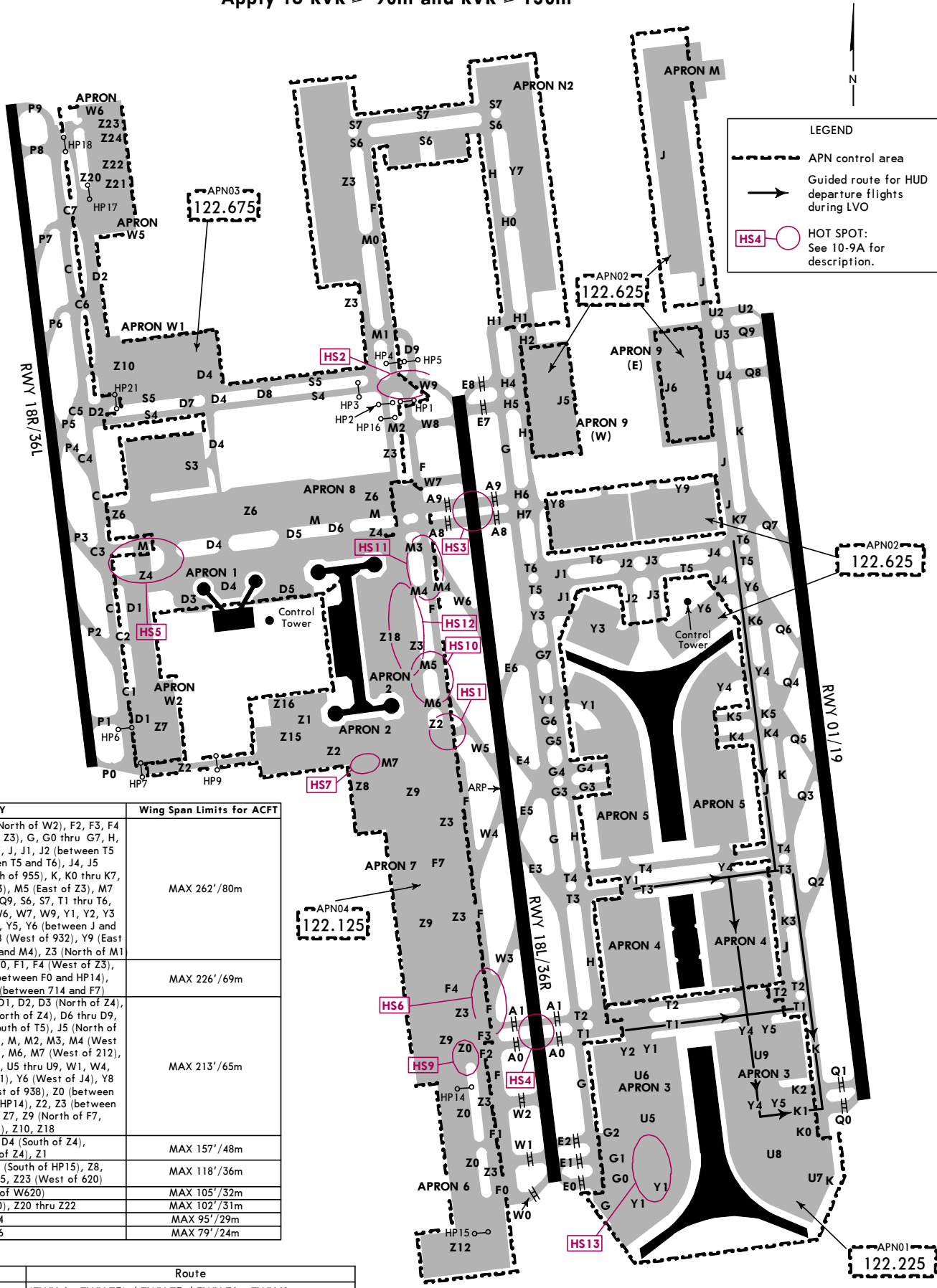
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CHANGES: Apron, HS8 withdrawn, communication boundary APN03.

ZBAA/PEK

LOW VISIBILITY OPERATION ROUTES RWY 01 DEPARTURE

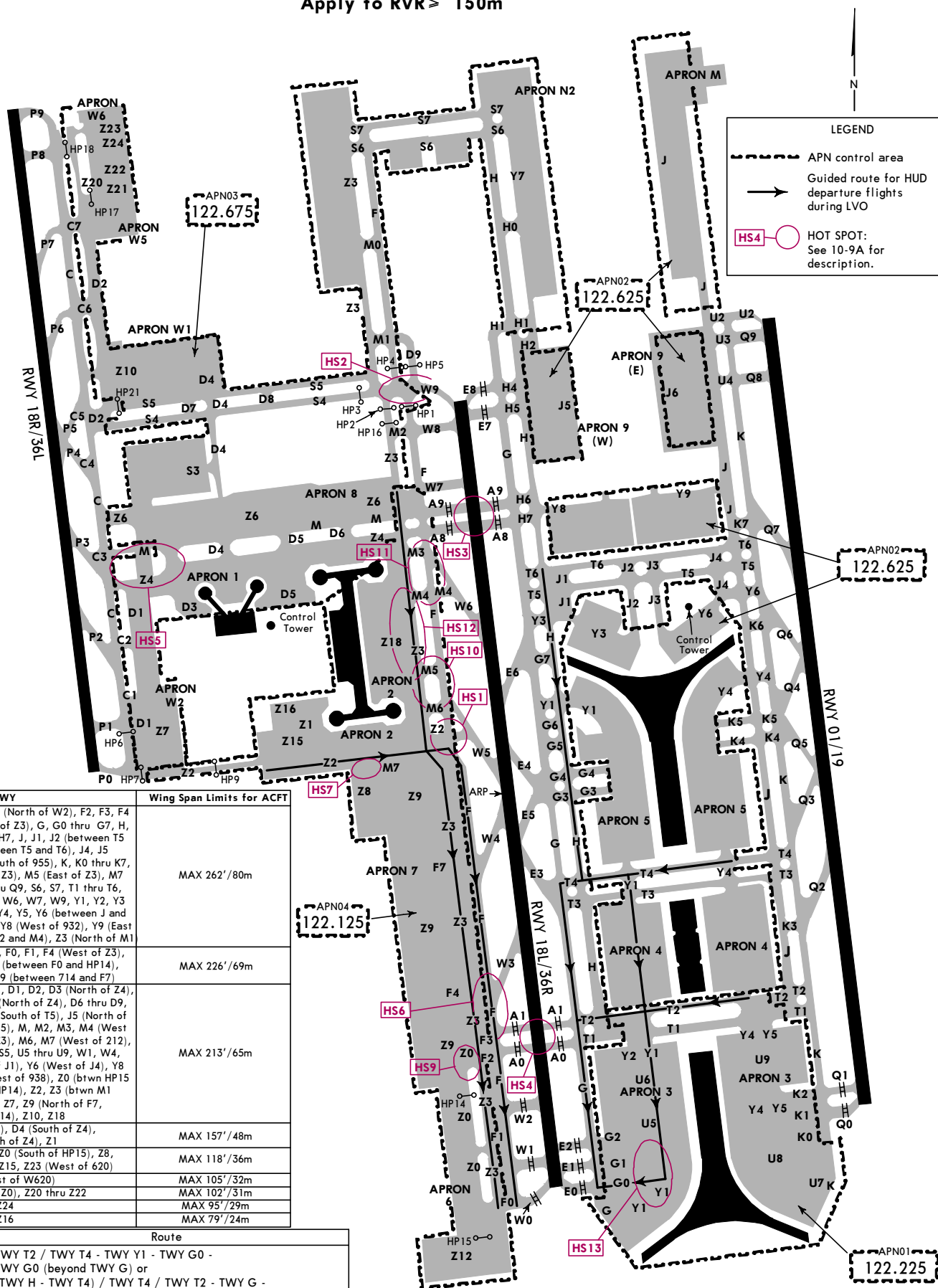
Apply to RVR ≥ 90m and RVR ≥ 150m



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 T14 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)

LOW VISIBILITY OPERATION ROUTES RWY 36R DEPARTURE Apply to RVR ≥ 150m



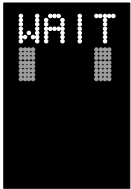
TWY	Wing Span Limits for ACFT
A0, A1, E0 thru E8, F (North of W2), F2, F3, F4 (East of Z3), F7 (East of Z3), G, G0 thru G7, H, H0 thru H2, H4 thru H7, J, J1, J2 (between T5 and T6), J3 (between T5 and T6), J4, J5 (South of 951), J6 (South of 955), K, K0 thru K7, M0, M1, M4 (East of Z3), M5 (East of Z3), 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)

ZBAA/PEK

26 FEB 21 10-9L

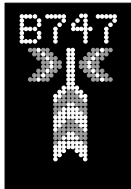
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CAPITAL

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) APRON 3 THRU 5



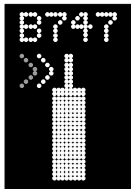
START-OF-DOCKING

When the system is started, "WAIT" will be displayed.



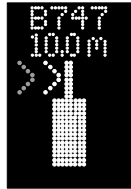
CAPTURE

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.



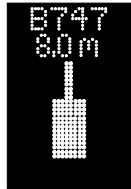
TRACKING

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.



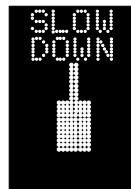
CLOSING RATE

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.

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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 overshoot 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.

ZBAA/PEK

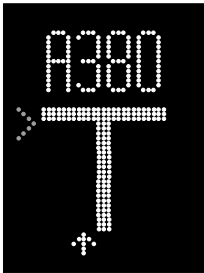
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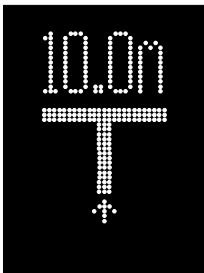
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513



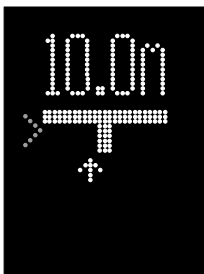
START-OF-DOCKING
When the system is started, "WAIT" will be displayed.



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.

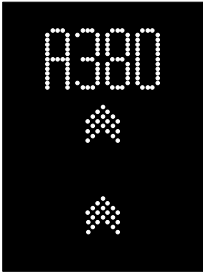


AZIMUTH GUIDANCE
The aircraft is 33'/10m from the stop-position. The yellow arrow indicates an aircraft to the left of the centerline, and the red flashing arrow indicates the direction to turn.

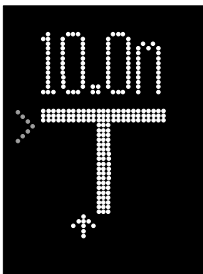


DOCKING COMPLETED
When the aircraft has parked, "OK" will be displayed.

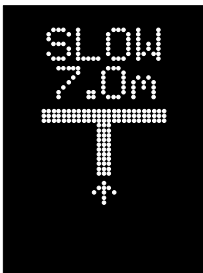
CAPTURE
The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft.



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 overshoot the stop-position, "TOO FAR" will be displayed.



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26 FEB 21

10-9P

CAPITAL

VISUAL DOCKING GUIDANCE SYSTEM (VDGS) STAND 513

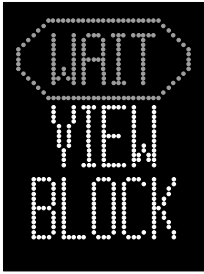
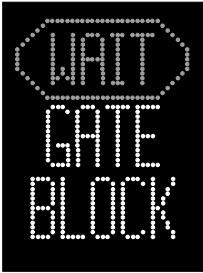


AIRCRAFT VERIFICATION FAILURE

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.

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.

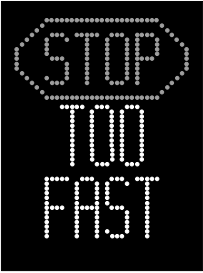
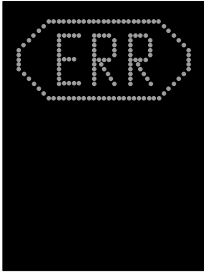
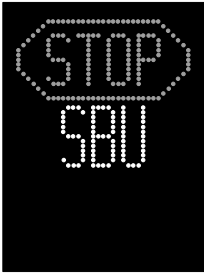


VIEW BLOCKED

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.

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.

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EASA AIR OPS

23 DEC 22
Eff 28 Dec 1600Z **(10-9S)**
BEIJING, PR OF CHINA
CAPITAL

STRAIGHT-IN RWY		A	B	C	D
01	CAT 2 ILS DME Z & Y	184' (100') RA112' R300m	184' (100') RA112' R300m	184' (100') RA112' R300m	184' (100') RA112' R300m
	② ILS DME Z & Y FULL TDZ or CL out ALS out	284' (200') R550m V800m ③ R550m V800m R/V1200m	284' (200') R550m V800m ③ R550m V800m R/V1200m	284' (200') R550m V800m ③ R550m V800m R/V1200m	284' (200') R550m V800m ③ R550m V800m R/V1200m
	④ ILS DME Z & Y FULL TDZ or CL out ALS out	314' (230') R550m V800m ③ R550m V800m R/V1400m	331' (247') R550m V800m ③ R550m V800m R/V1500m	331' (247') R550m V800m ③ R550m V800m R/V1500m	347' (263') R/V800m R/V800m R/V1600m
	⑤ LOC	560' (476') R/V1900m	560' (476') R/V1900m	560' (476') R/V1900m	560' (476') R/V1900m
	ALS out	R/V2800m	R/V2800m	R/V2800m	R/V2800m
18L	ILS DME Z & Y	310' (200') ⑥ R550m V800m	310' (200') ⑥ R550m V800m	310' (200') ⑥ R550m V800m	310' (200') ⑥ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	⑤ LOC	510' (400') R/V1500m	510' (400') R/V1500m	510' (400') R/V1500m	510' (400') R/V1500m
	ALS out	R/V2400m	R/V2400m	R/V2400m	R/V2400m
18R	ILS DME Z & Y	315' (200') ⑥ R550m V800m	315' (200') ⑥ R550m V800m	328' (213') ⑥ R550m V800m	328' (213') ⑥ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1300m	R/V1300m
	⑤ LOC	500' (385') R/V1300m	500' (385') R/V1300m	500' (385') R/V1300m	500' (385') R/V1300m
	ALS out	R/V2200m	R/V2200m	R/V2200m	R/V2200m
19	ILS DME Z & Y	294' (200') ⑥ R550m V800m	294' (200') ⑥ R550m V800m	294' (200') ⑥ R550m V800m	294' (200') ⑥ R550m V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	⑤ LOC	560' (466') R/V1700m	560' (466') R/V1700m	560' (466') R/V1700m	560' (466') R/V1700m
	ALS out	R/V2600m	R/V2600m	R/V2600m	R/V2600m
36L	⑦ ILS DME Z & Y FULL TDZ or CL out ALS out	307' (200') R550m V800m ③ R550m V800m R/V1200m	307' (200') R550m V800m ③ R550m V800m R/V1200m	307' (200') R550m V800m ③ R550m V800m R/V1200m	307' (200') R550m V800m ③ R550m V800m R/V1200m
	④ ILS DME Z & Y FULL TDZ or CL out ALS out	307' (200') R550m V800m ③ R550m V800m R/V1200m	307' (200') R550m V800m ③ R550m V800m R/V1200m	307' (200') R550m V800m ③ R550m V800m R/V1200m	320' (213') R550m V800m ③ R550m V800m R/V1300m
	⑤ LOC	460' (353') R/V1100m	460' (353') R/V1100m	460' (353') R/V1100m	460' (353') R/V1200m
	ALS out	R/V2100m	R/V2100m	R/V2100m	R/V2100m

- ① R350m for manual operation below DH.
- ② Missed approach climb gradient MIN 5.0%.
- ③ R750m when a Flight Director or Autopilot or HUD to DA is not used.
- ④ Missed approach climb gradient MIN 2.5%.
- ⑤ Continuous Descent Final Approach.
- ⑥ R800m when a Flight Director or Autopilot or HUD to DA is not used.
- ⑦ Missed approach climb gradient MIN 3.0%.

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23 DEC 22
Eff 28 Dec 1600Z

(10-9S1)

EASA AIR OPS

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')	198'(100')	198'(100')	198'(100')
		RA108' R300m	RA108' R300m	RA108' R300m	RA108' R300m
	ILS DME Z & Y FULL	298'(200') R550m V800m	298'(200') R550m V800m	298'(200') R550m V800m	298'(200') R550m V800m
	TDZ or CL out ALS out	2 R550m V800m R/V1200m	2 R550m V800m R/V1200m	2 R550m V800m R/V1200m	2 R550m V800m R/V1200m
	3 LOC	430'(332') R/V1100m	430'(332') R/V1100m	430'(332') R/V1100m	430'(332') R/V1200m
	ALS out	R/V2000m	R/V2000m	R/V2000m	R/V2000m

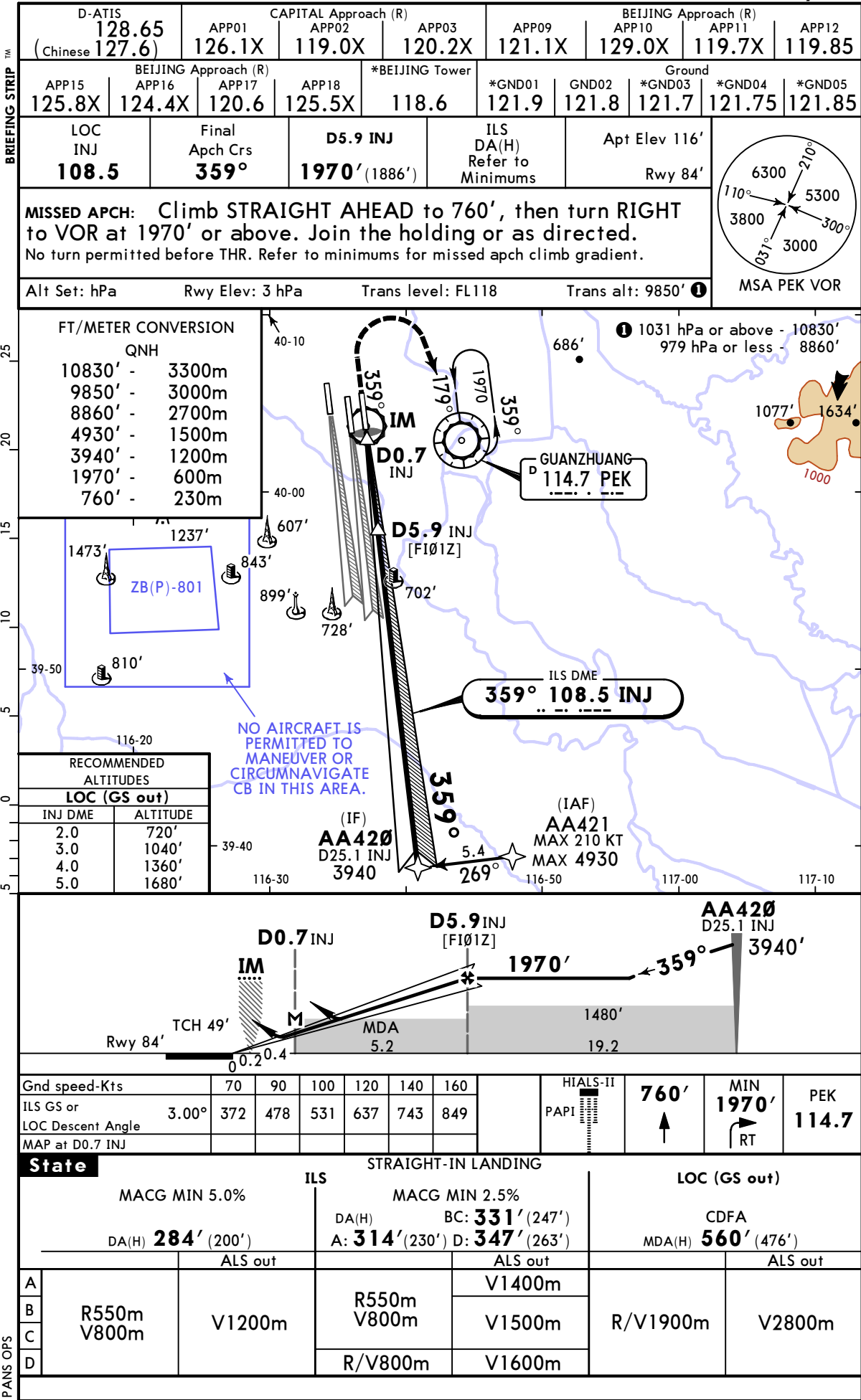
- 1 R350m for manual operation below DH.
- 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.
- 3 Continuous Descent Final Approach.

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		
		R90m		R200m	R150m		
		R250m	R250m				
2 TURB Eng or 3 & 4 Eng	A						
	B						
	C						
	D						
Other 1 & 2 Eng		Minimums not established by CAAC				V1600m	

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JEPPESSEN
1 SEP 23
Eff 6 Sep 1600Z (11-1)

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 01



ZBAA/PEK

CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

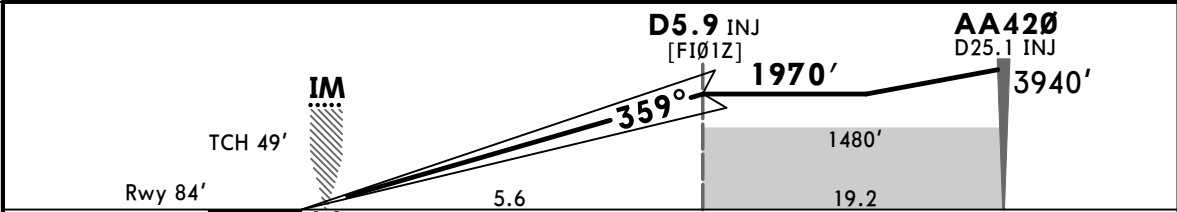
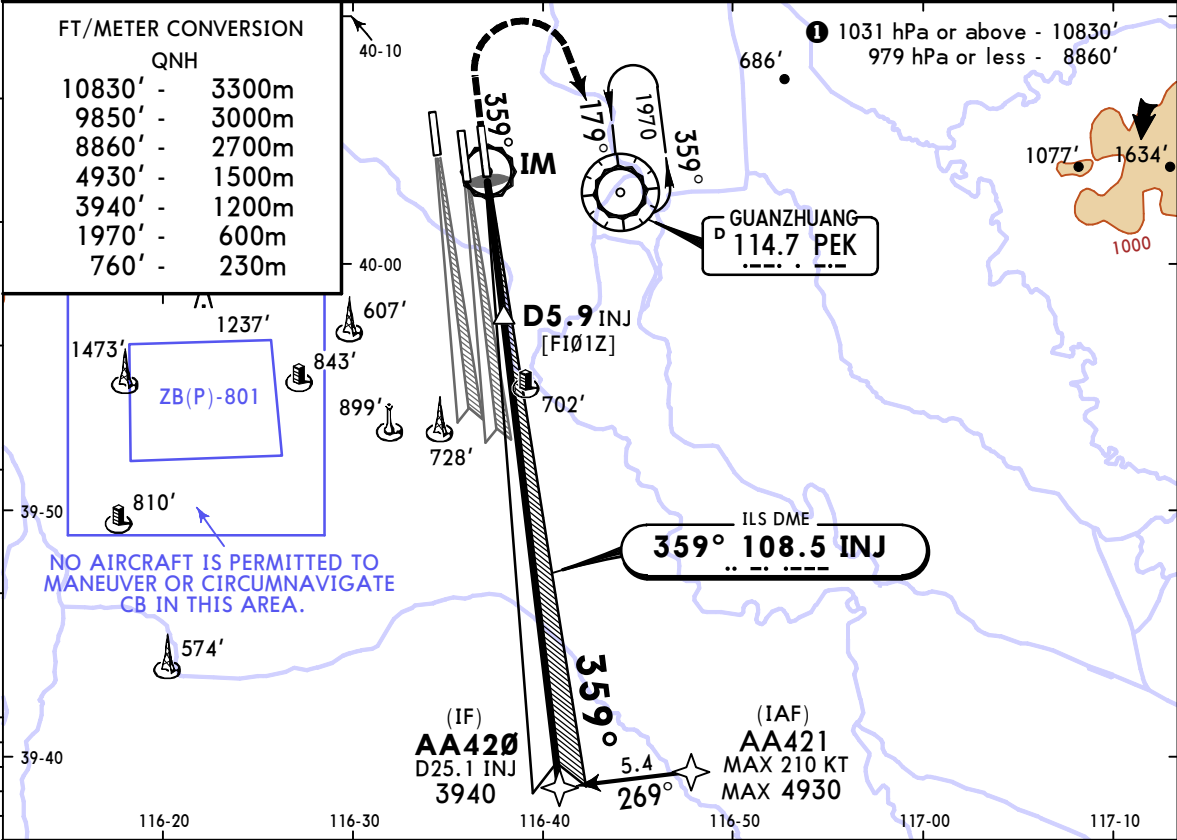
JEPPesen

11-1AA

CAT II RNAV ILS DME Z Rwy 01

BEIJING, PR OF CHINA

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R) APP01 126.1X		APP02 119.0X		APP03 120.2X		APP09 121.1X		BEIJING Approach (R) APP10 129.0X		APP11 119.7X		APP12 119.85					
APP15 125.8X		BEIJING Approach (R) APP16 124.4X		APP17 120.6		APP18 125.5X		*BEIJING Tower 118.6		*GND01 121.9		GND02 121.8		*GND03 121.7		*GND04 121.75		*GND05 121.85	
LOC INJ 108.5		Final Apch Crs 359°		D5.9 INJ 1970' (1886')		CAT II ILS RA 112' DA(H) 184' (100')		Apt Elev 116' 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' ①		Special Aircrew and Aircraft Certification Required.											



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		760'	MIN	PEK
Gs	3.00°	372	478	531	637	743	849	PAPI	1970'	RT	114.7

State

STRAIGHT-IN LANDING

CAT II ILS

RA 112'

DA(H) 184' (100')

R300m

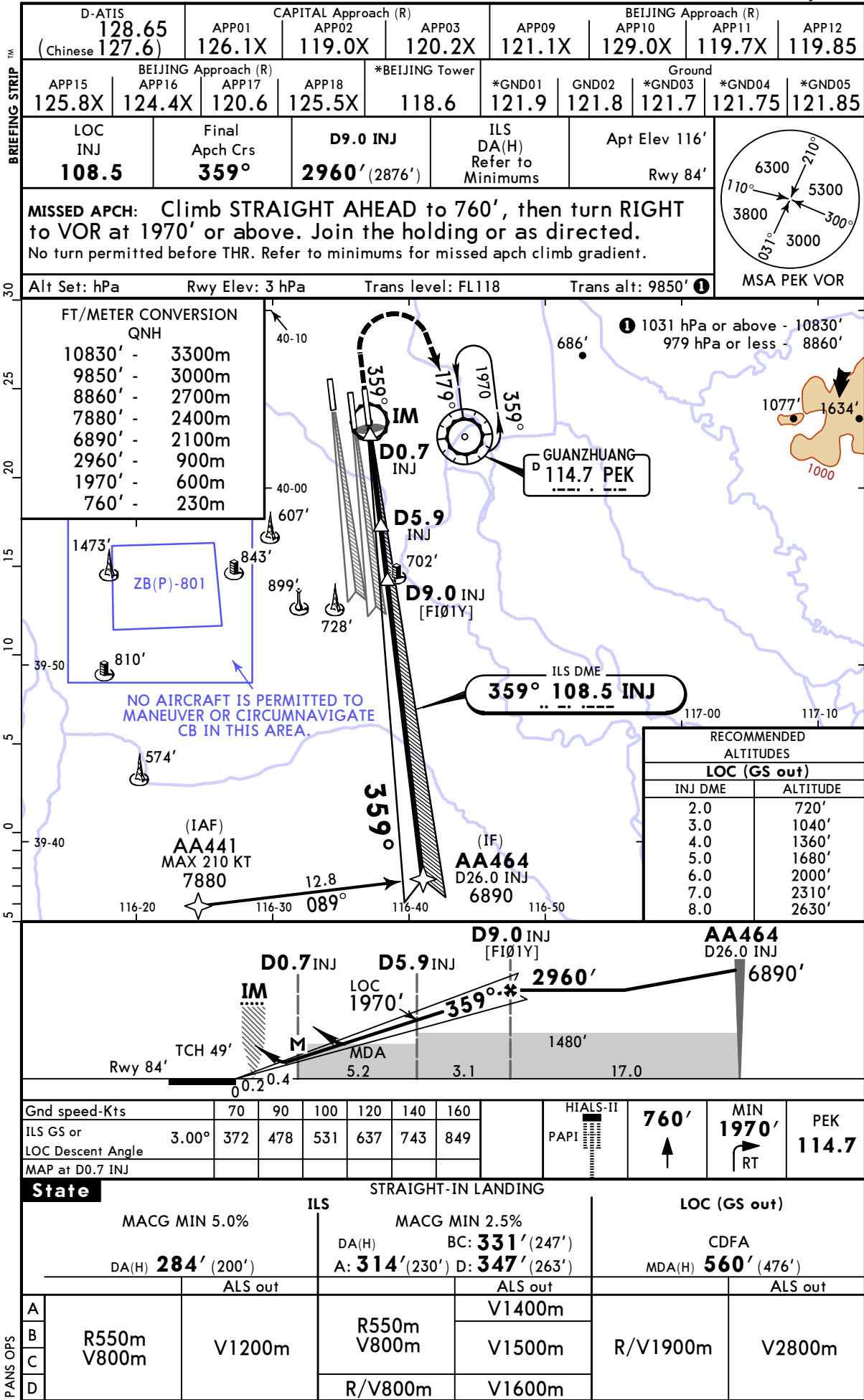
CAT D: R350m for manual operation below DH.

ZBAA/PEK
CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

11-2

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 01

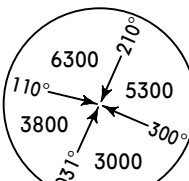


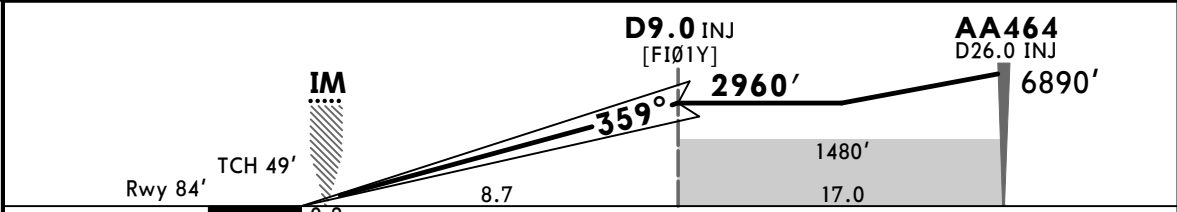
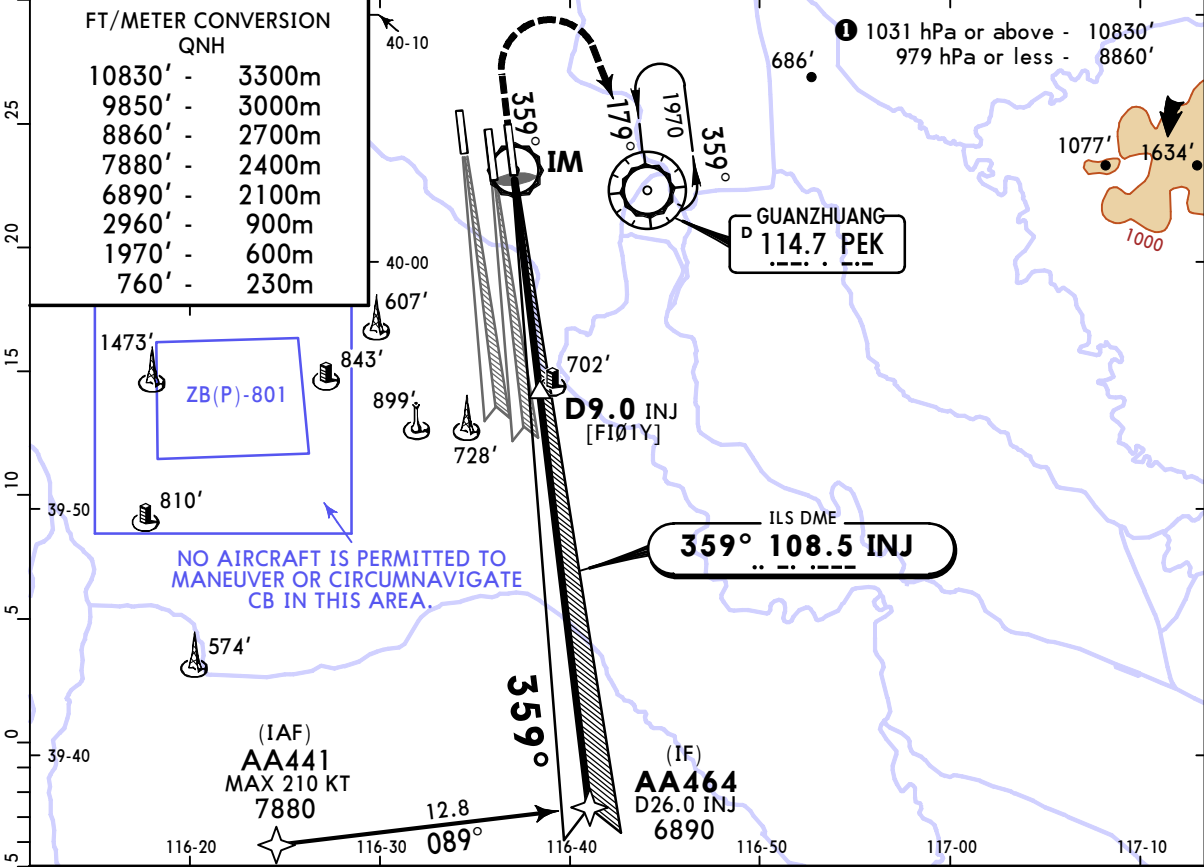
ZBAA/PEK
CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

JEPPesen
11-2AA

BEIJING, PR OF CHINA
CAT II RNAV ILS DME Y Rwy 01

BRIEFING STRIP™	D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R) APP01 126.1X		APP02 119.0X		APP03 120.2X		APP09 121.1X		BEIJING Approach (R) APP10 129.0X		APP11 119.7X		APP12 119.85							
	BEIJING Approach (R) APP15 125.8X				APP16 124.4X		APP17 120.6		APP18 125.5X		*BEIJING Tower 118.6		*GND01 121.9		GND02 121.8		*GND03 121.7		*GND04 121.75		*GND05 121.85	
	LOC INJ 108.5		Final Apch Crs 359°		D9.0 INJ 2960' (2876')		CAT II ILS RA 112' DA(H) 184' (100')		Apt Elev 116' 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' ①															
	Special Aircrew and Aircraft Certification Required.																					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		760'	MIN	PEK
Gs	3.00°	372	478	531	637	743	849	PAPI	↑	1970'	114.7

State STRAIGHT-IN LANDING
CAT II ILS
RA 112'
DA(H) 184' (100')

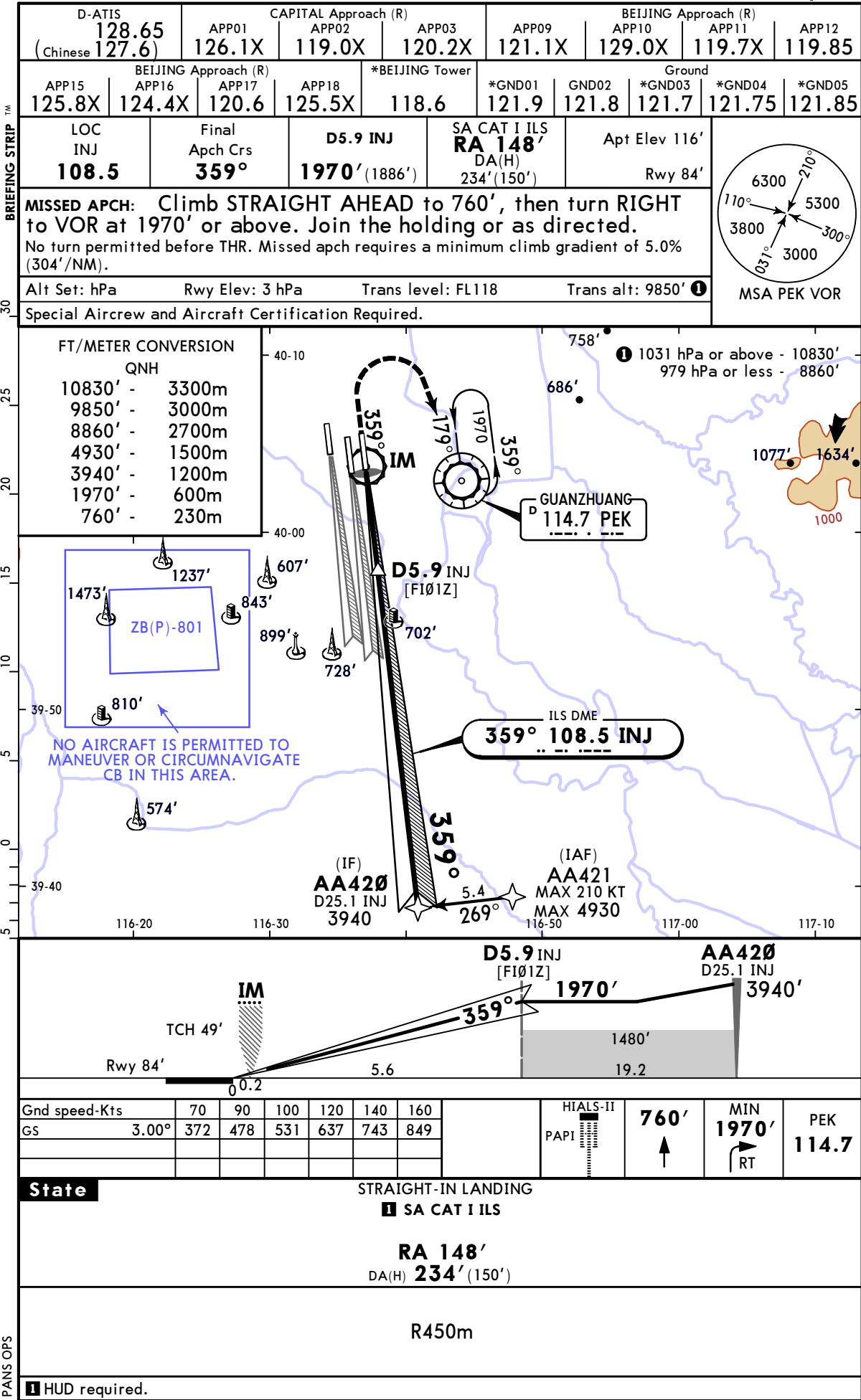
① R300m
① CAT D: R350m for manual operation below DH.

ZBAA/PEK
CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

JEPPESSEN
11-2BB

BEIJING, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 01

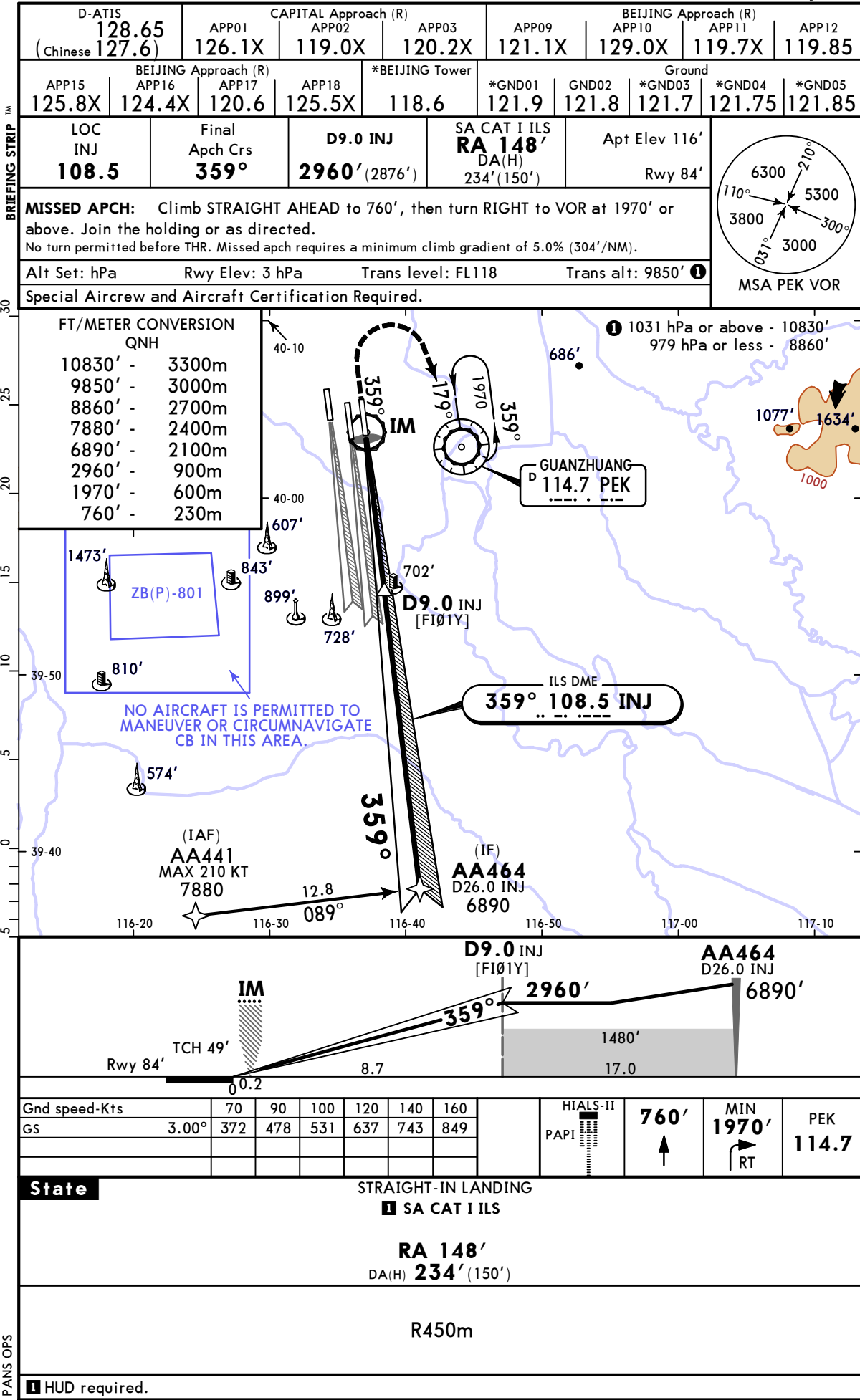


ZBAA/PEK
CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

JEPPESSEN
11-2CC

BEIJING, PR OF CHINA
SA CAT I RNAV ILS DME Y Rwy 01



ZBAA/PEK
CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

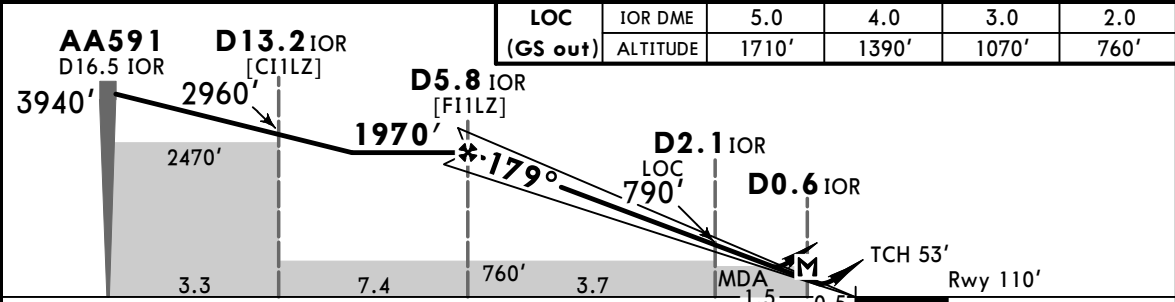
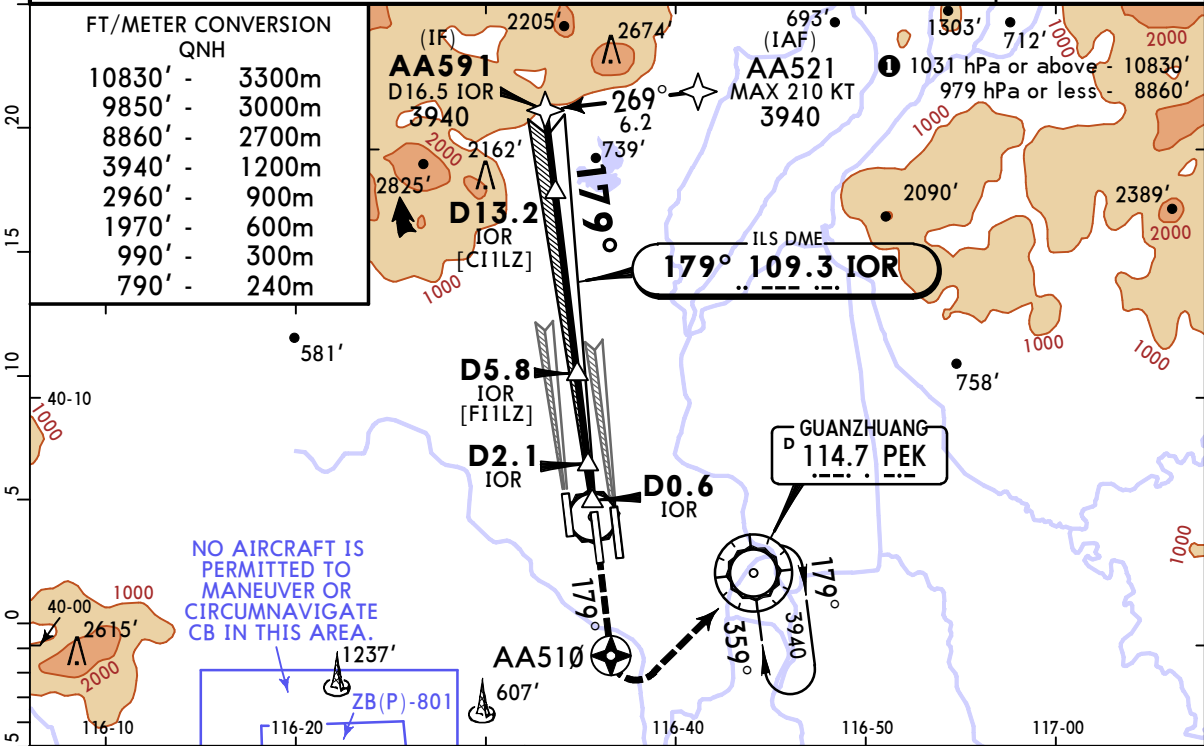
11-3

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 18L

25

BRIEFING STRIP™

D-ATIS 128.65 (Chinese 127.6)		CAPITAL Approach (R)						BEIJING Approach (R)											
APP01		APP02		APP03		APP09		APP10		APP11		APP12							
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		D5.8 IOR			ILS DA(H)			Apt Elev 116'									
109.3		179°		1970' (1860')			310' (200')			Rwy 110'									
MISSED APCH: Climb STRAIGHT AHEAD to AA510 (MAX 210 KT) at 990' or above, then turn LEFT and climb to PEK VOR at 3940' with climb grad 4.5% (273'/NM). Join holding or as directed.														 MSA PEK VOR					
Alt Set: hPa				Rwy Elev: 4 hPa				Trans level: FL118				Trans alt: 9850' ①							



Gnd speed-Kts	70	90	100	120	140	160	HIALS		MAX	AA510
ILS GS or	3.00°	372	478	531	637	743	849	PAPI	210 KT	↑
LOC Descent Angle										
MAP at D0.6 IOR										

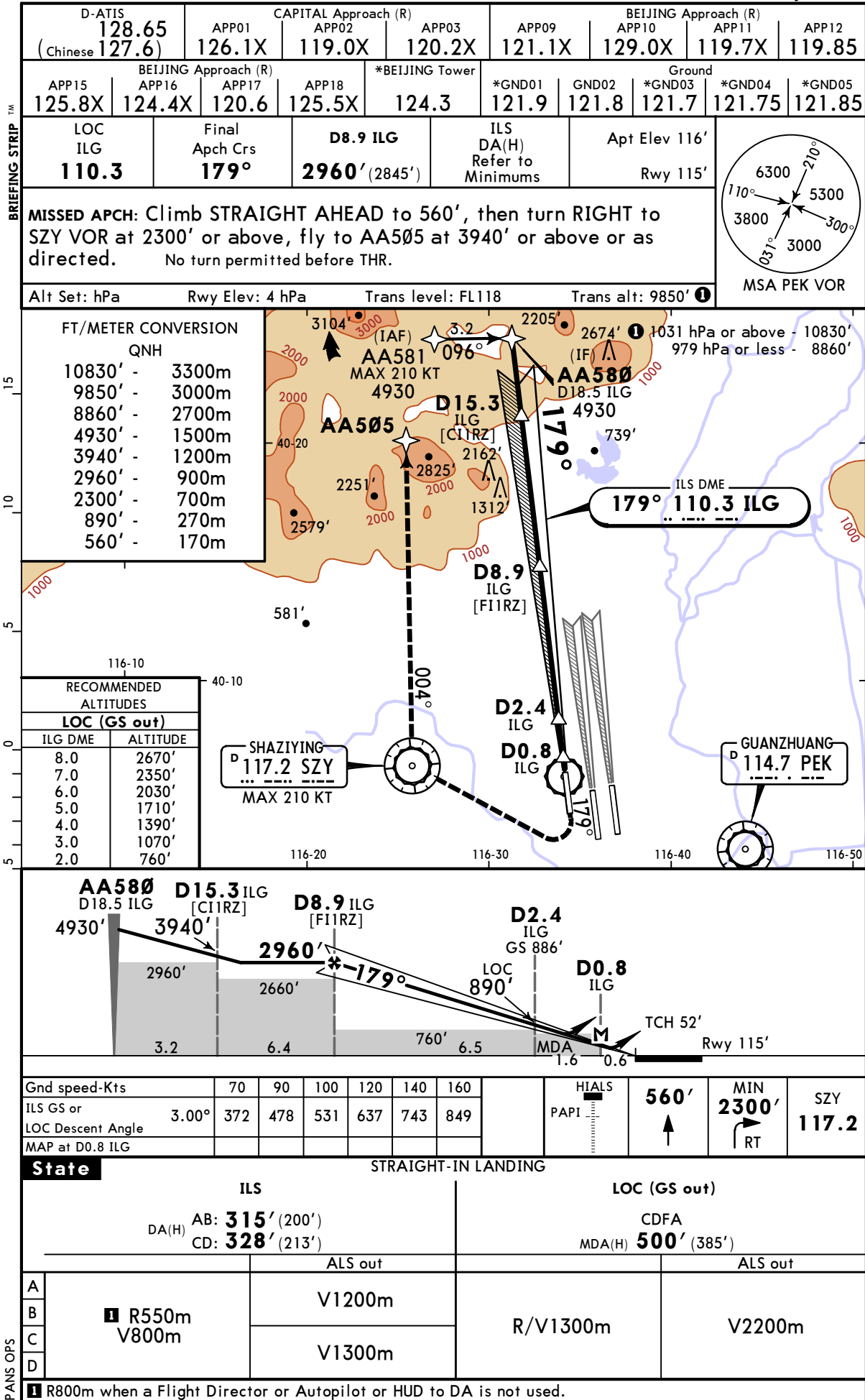
State		STRAIGHT-IN LANDING			
ILS		LOC (GS out)			
DA(H) 310' (200')		CDFA			
		MDA(H) 510' (400')			
ALS out		ALS out			
A	R550m	V1200m	R/V1500m	V2400m	
B	V800m				
C					
D					
R800m when a Flight Director or Autopilot or HUD to DA is not used.					

ZBAA/PEK
CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

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11-5

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 18R

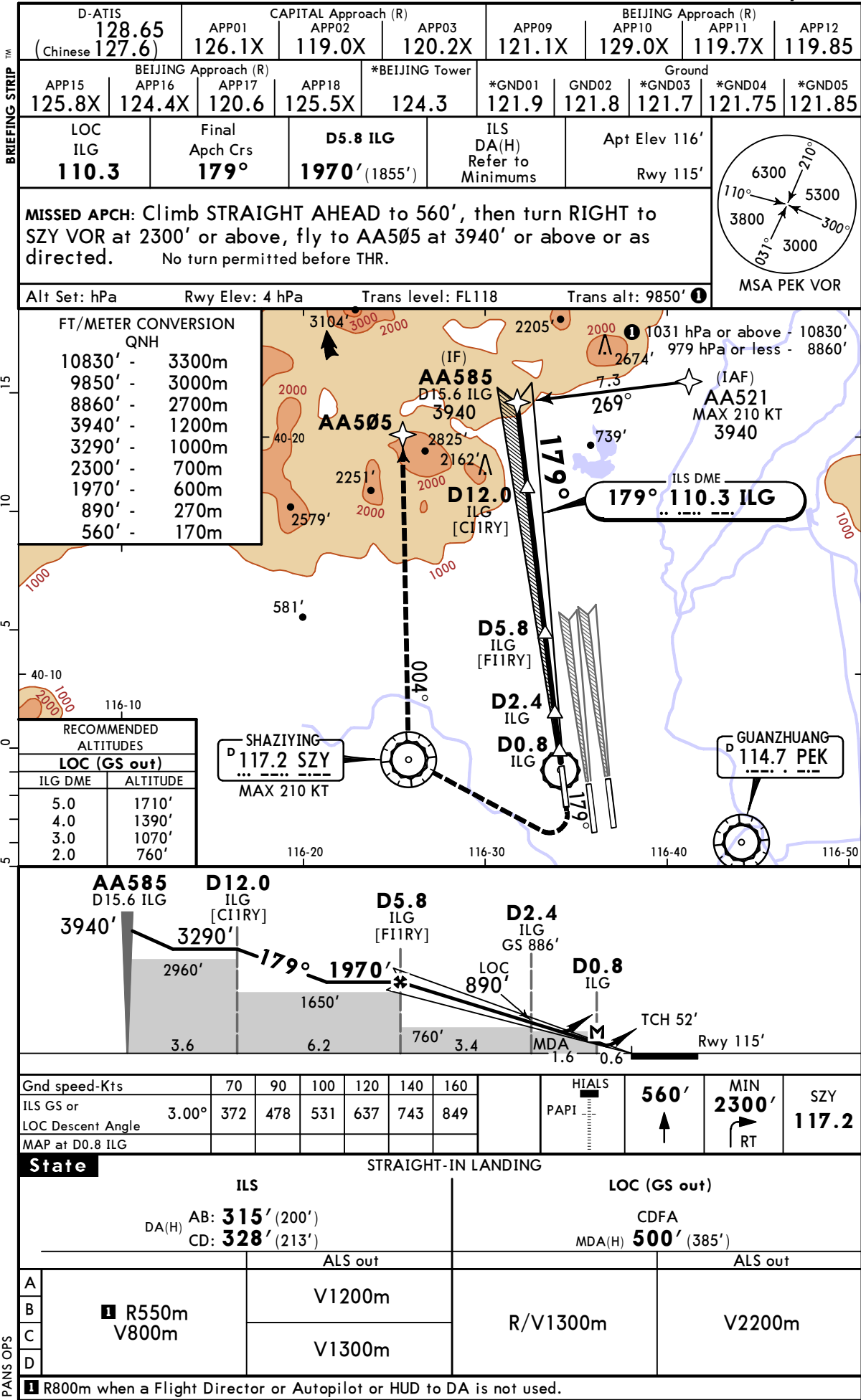


ZBAA/PEK
CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

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11-6

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 18R

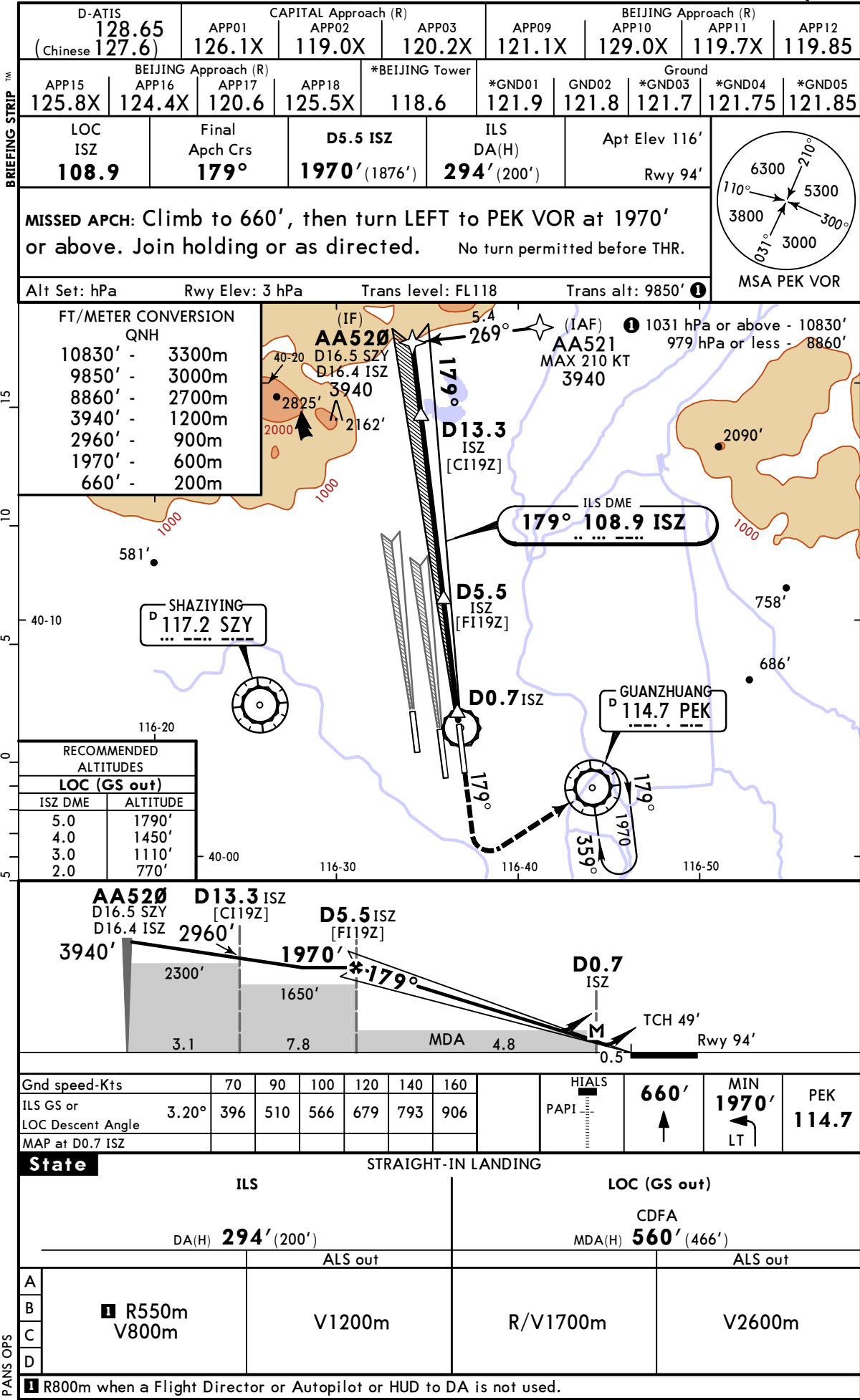


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1 SEP 23
Eff 6 Sep 1600Z

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(11-7)

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 19



1 R800m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Final approach segment, recommended altitudes.

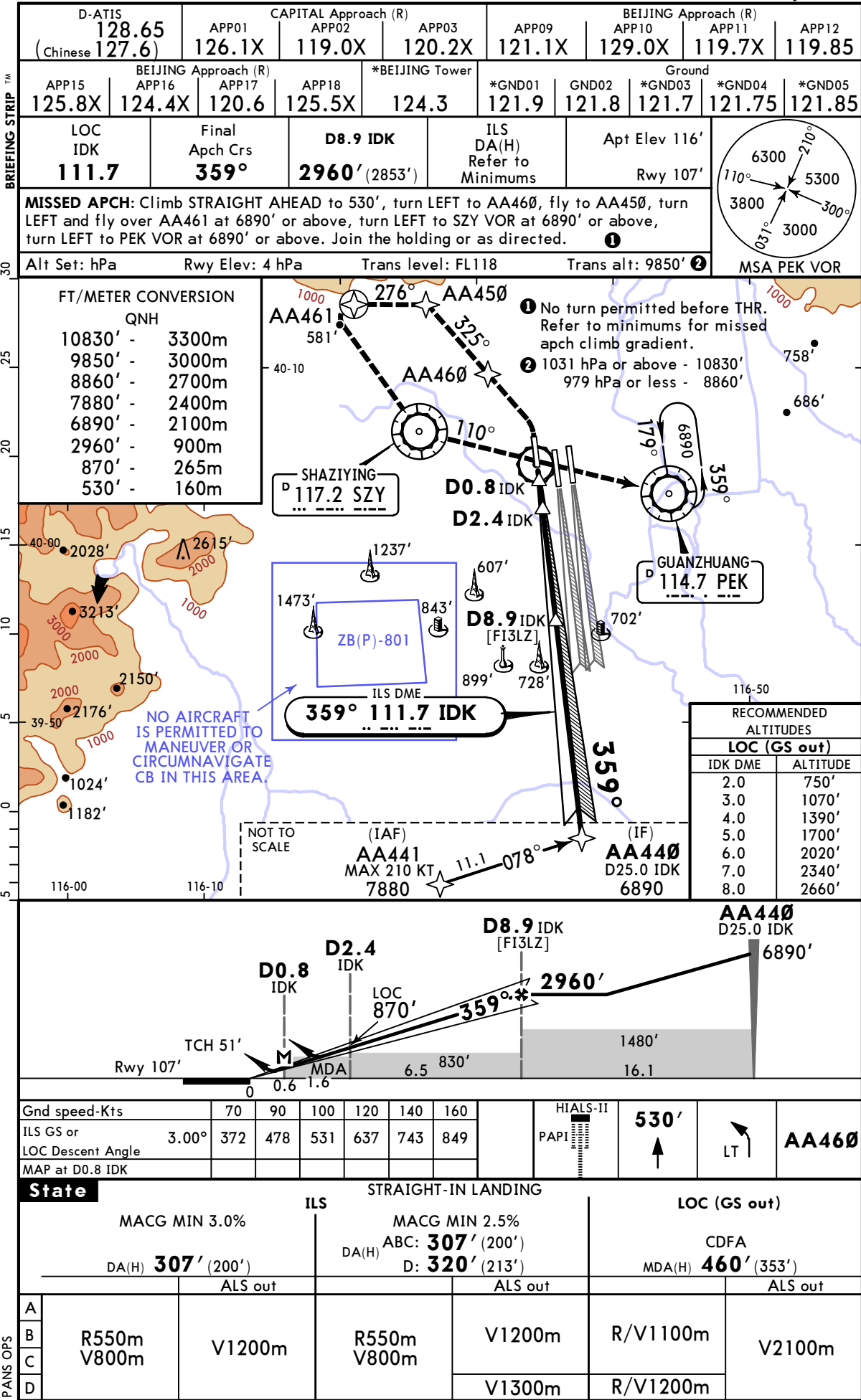
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CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

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(11-9)

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 36L

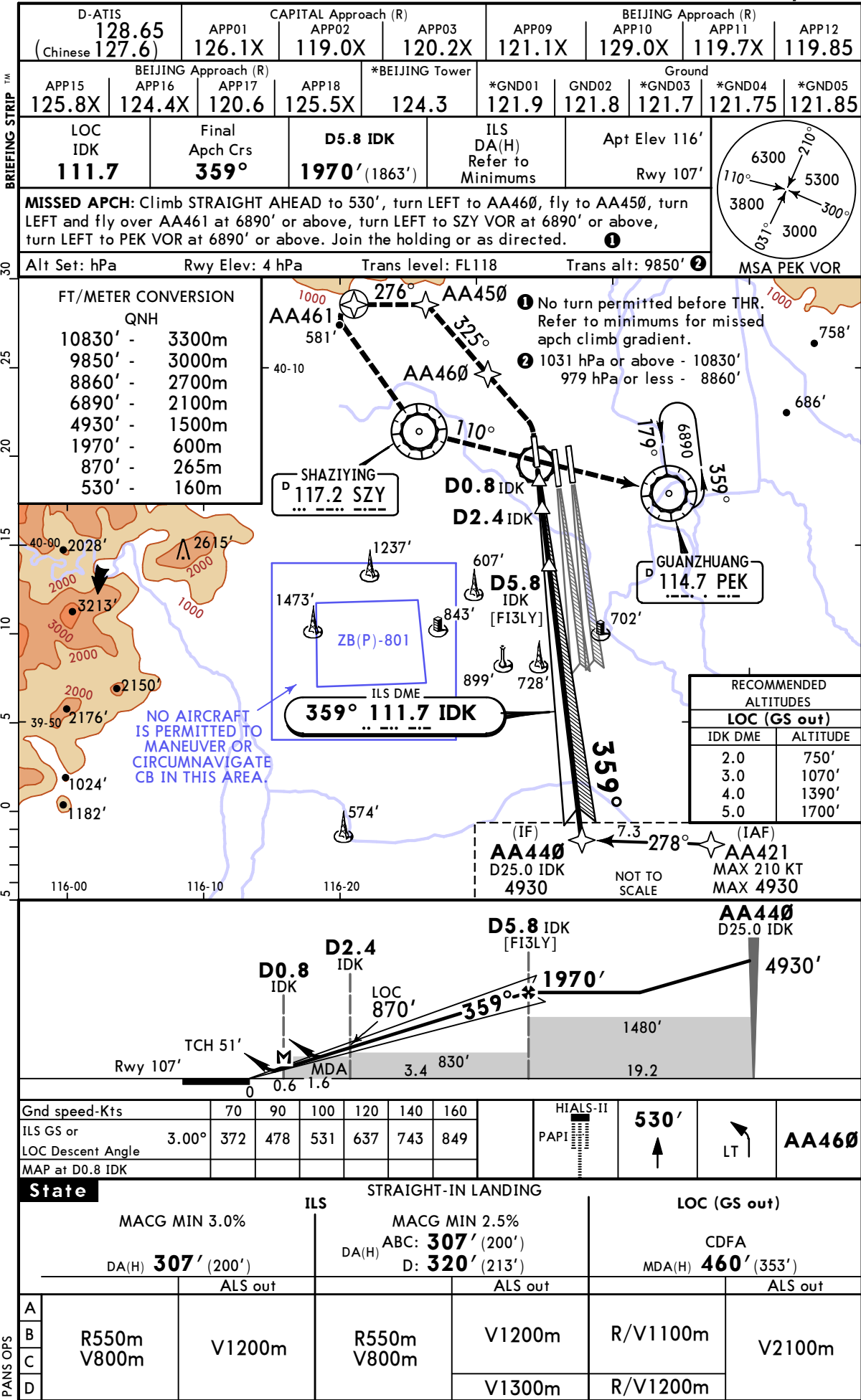


ZBAA/PEK
CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

JEPPESSEN
11-10

BEIJING, PR OF CHINA
RNAV ILS DME Y Rwy 36L

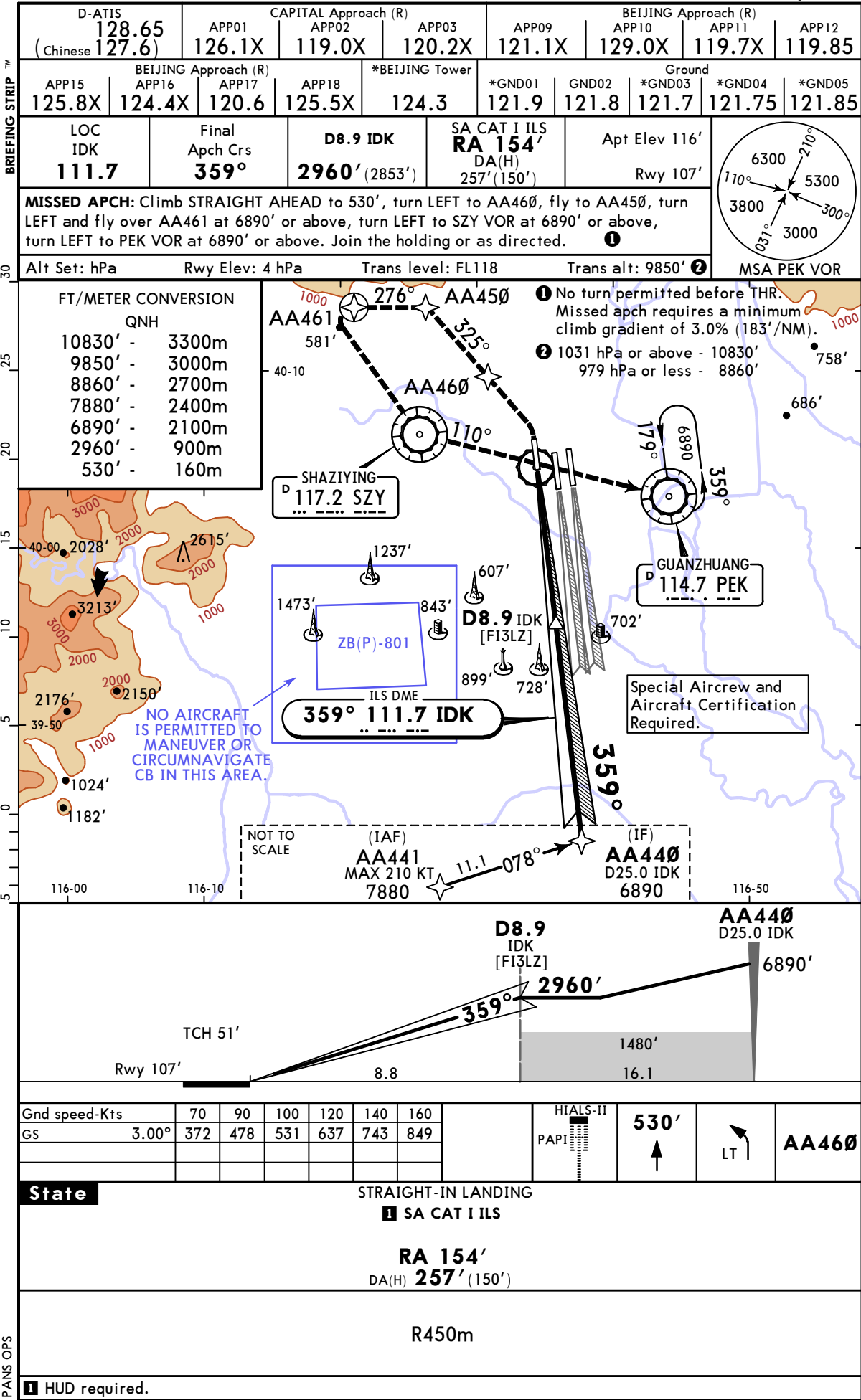


ZBAA/PEK
CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

JEPPESSEN
11-10A

BEIJING, PR OF CHINA
SA CAT I RNAV ILS DME Z Rwy 36L

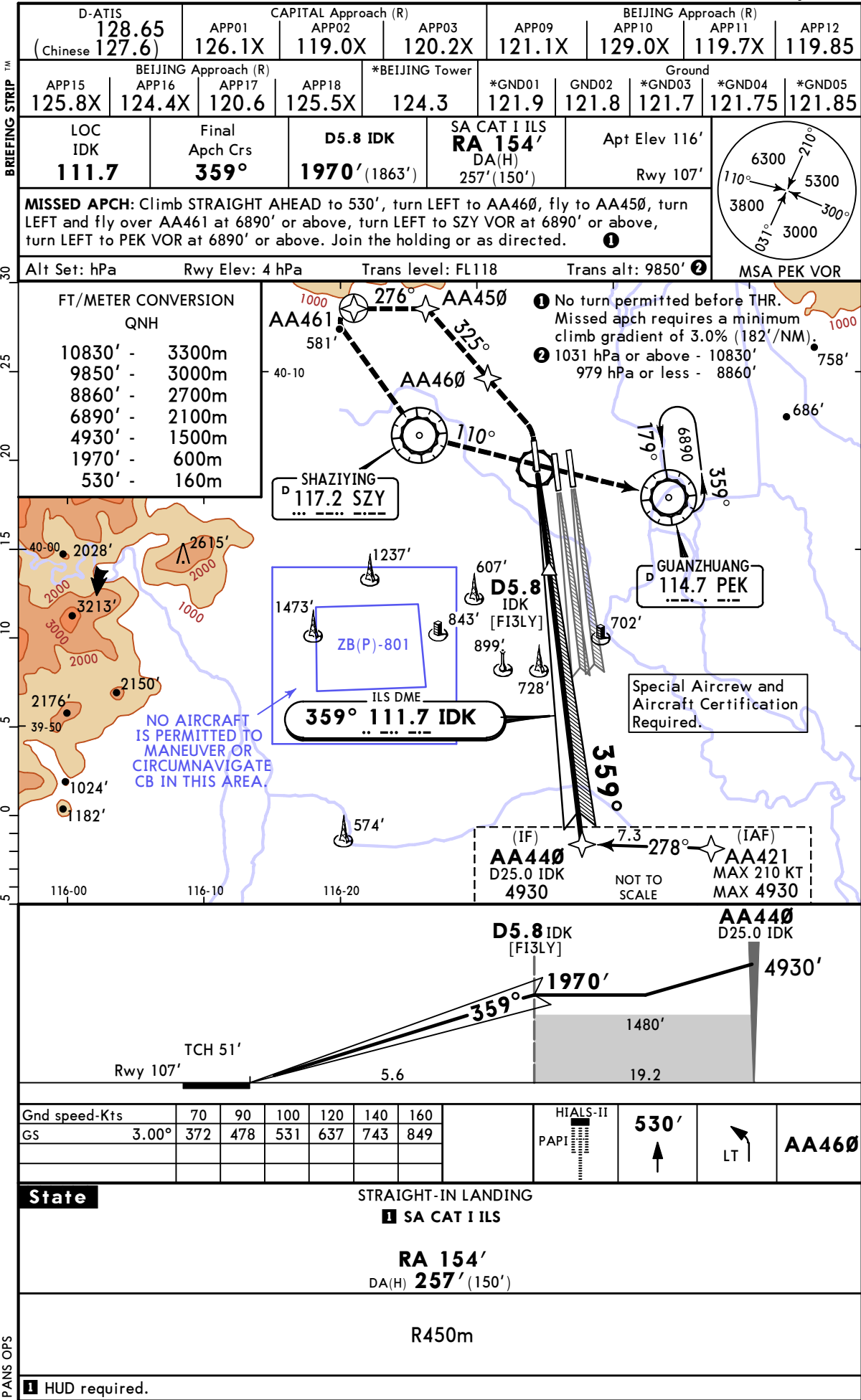


ZBAA/PEK
CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

JEPPESSEN
11-10B

BEIJING, PR OF CHINA
SA CAT I RNAV ILS DME Y Rwy 36L

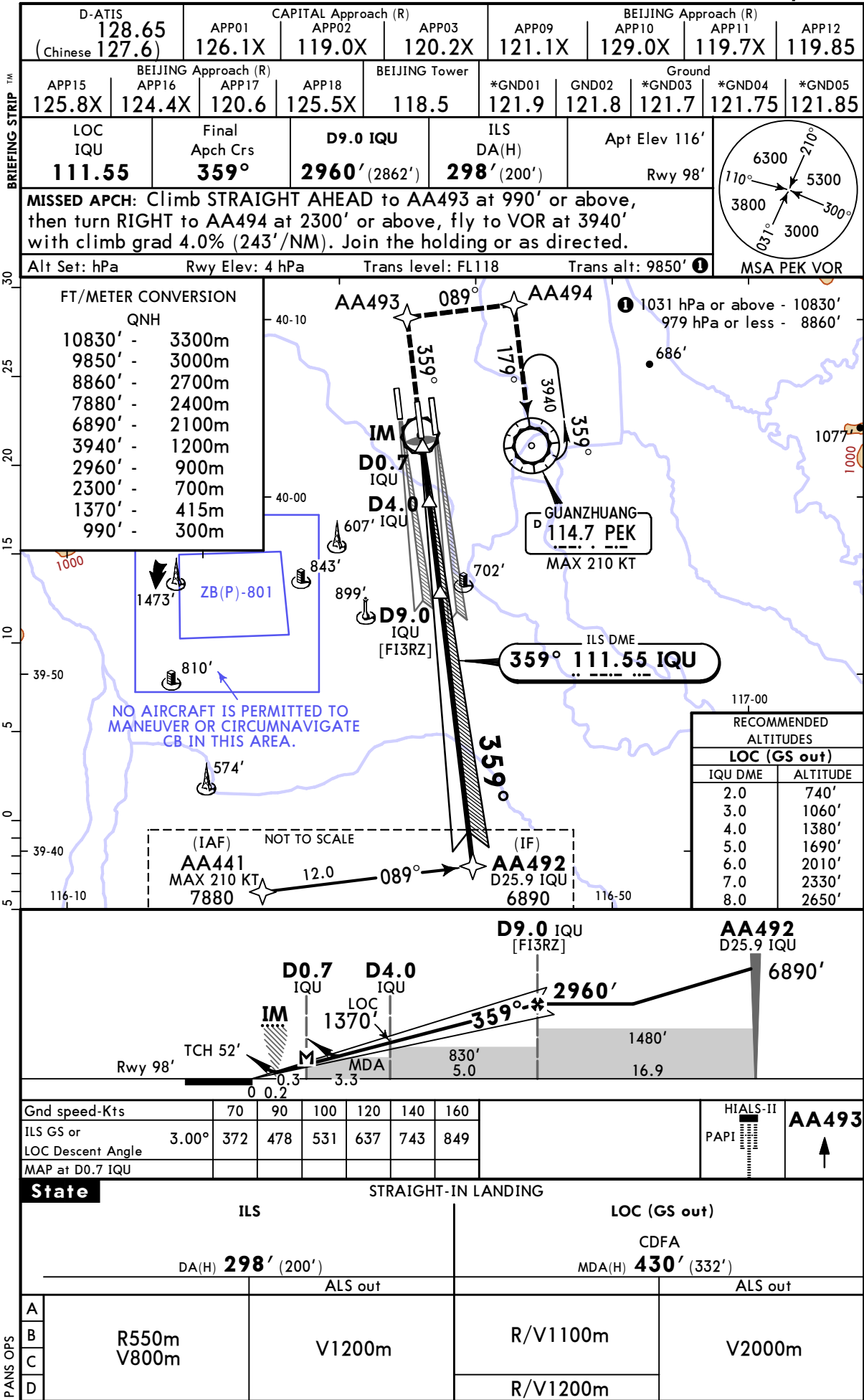


ZBAA/PEK
CAPITAL

1 SEP 23
Eff 6 Sep 1600Z

JEPPesen

BEIJING, PR OF CHINA
RNAV ILS DME Z Rwy 36R



ZBAA/PEK

CAPITAL

1 SEP 23

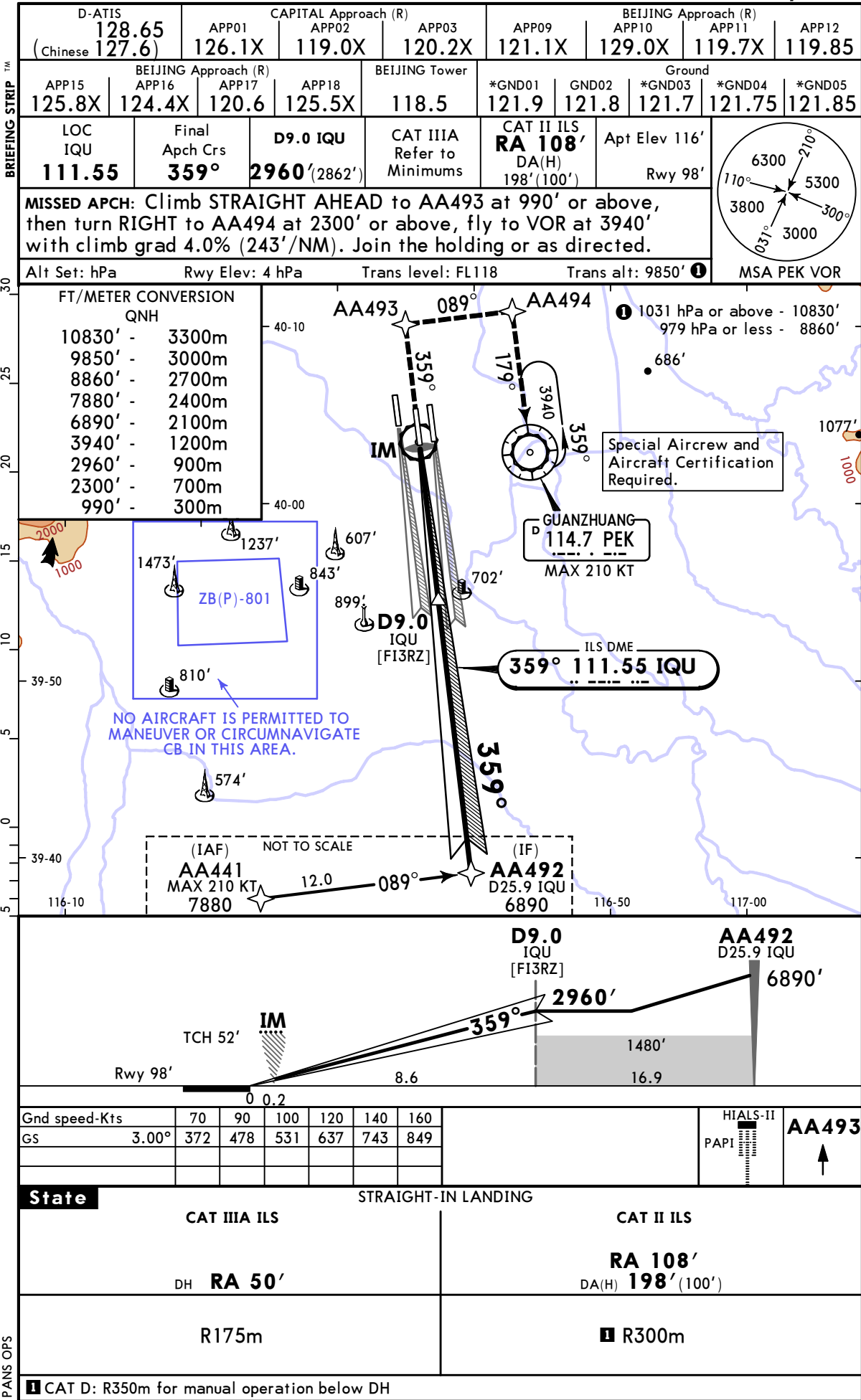
Eff 6 Sep 1600Z

JEPPESSEN

11-11A

BEIJING, PR OF CHINA

CAT II/III RNAV ILS DME Z Rwy 36R



ZBAA/PEK

CAPITAL

1 SEP 23

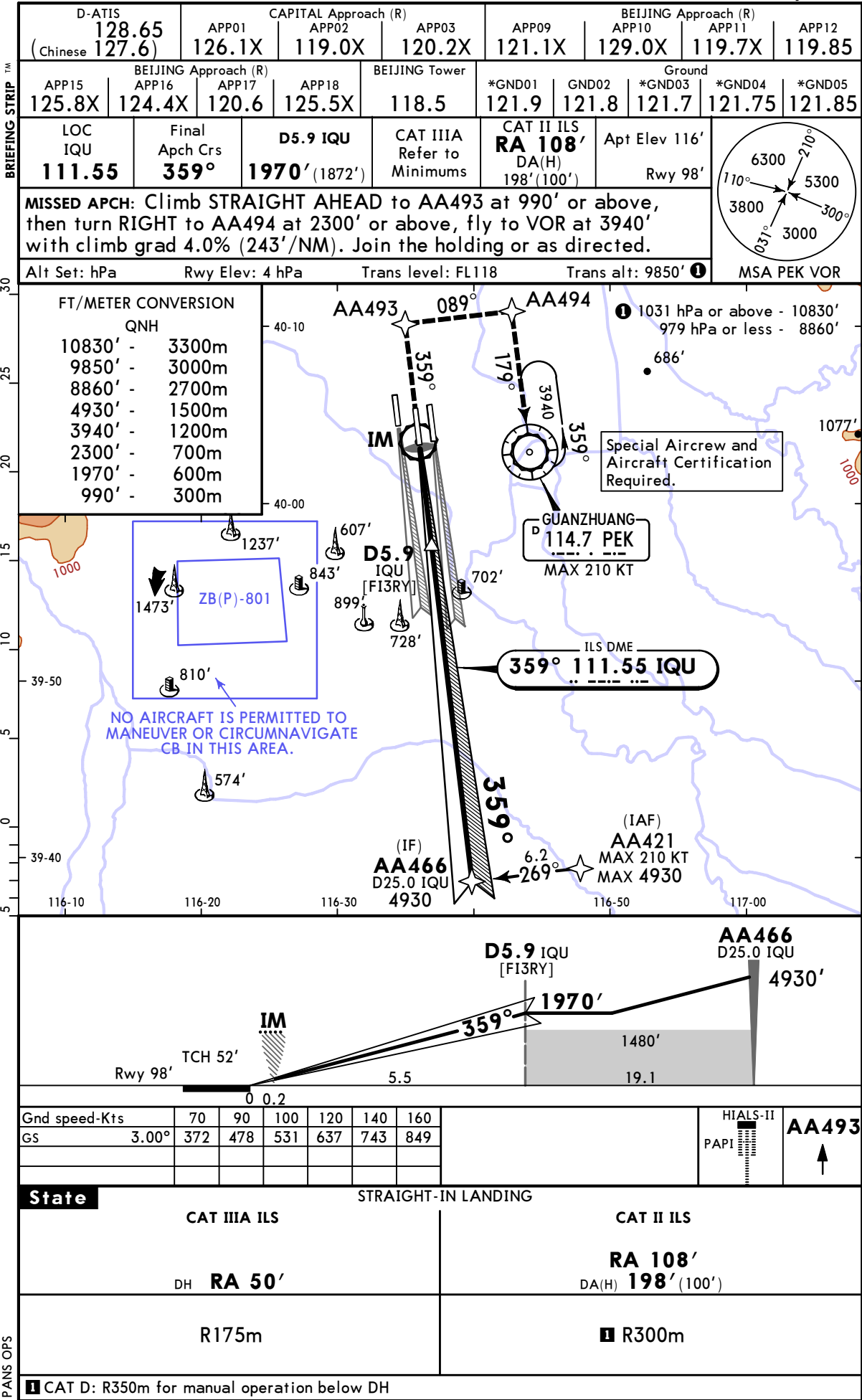
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JEPPESSEN

11-12A

BEIJING, PR OF CHINA

CAT II/III RNAV ILS DME Y Rwy 36R



ZBAA/PEK

CAPITAL

1 SEP 23

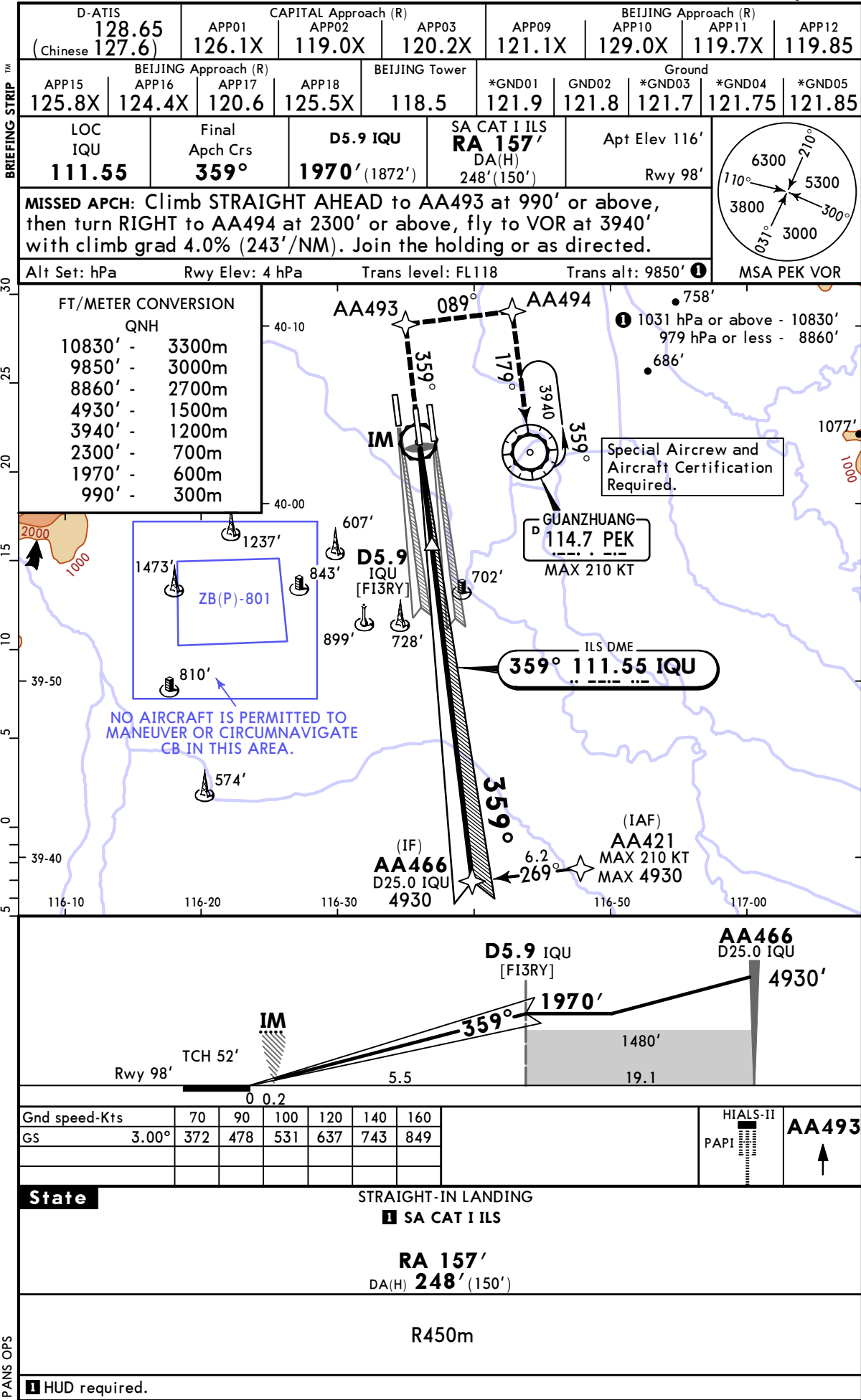
Eff 6 Sep 1600Z

JEPPESSEN

11-12C

BEIJING, PR OF CHINA

SA CAT I RNAV ILS DME Y Rwy 36R



General Information

Location: SHENZHEN CHN
ICAO/IATA: ZGSZ / SZX
Lat/Long: N22° 38.3', E113° 48.7'
Elevation: 13 ft

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

Fuel Types: 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: 2210 Z
Sunset: 1043 Z

Runway Information

Runway: 15
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline

Runway: 33
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34

Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 131.450
ATIS: 126.850 Arrival Service
ATIS: 127.450 Departure Service
Baoan Tower: 130.350
Baoan Tower: 118.450
Baoan Tower: 118.050 Secondary
Baoan Ground: 121.850 Secondary
Baoan Ground: 121.800
Baoan Ground: 121.650
Baoan Apron Ramp/Taxi: 122.825
Baoan Apron Ramp/Taxi: 122.700
Baoan Apron Ramp/Taxi: 121.625
Baoan Clearance Delivery: 121.850
Baoan Clearance Delivery: 121.950
Zhuhai Approach: 120.350
Zhuhai Approach: 127.950
Zhuhai Approach: 125.525 Secondary
Zhuhai Approach: 123.850
Zhuhai Approach: 119.775 Secondary
Zhuhai Approach: 119.025
Zhuhai Approach: 119.550

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SHENZHEN, PR OF CHINA

1 SEP 23

10-1P

Eff 6 Sep 1600Z

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.85

D-ATIS Departure 127.45

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

For Wake Turbulence Re-Categorization (RECAT-CN) Separation Standards see ATC pages.

1.3. RUN-UP TESTS

Engine run-ups are subject to GND or APN clearance, and shall be carried out at a designated location. Fast engine run-ups in the vicinity of boarding bridges or on apron are strictly forbidden.

1.4. RWY OPERATION

1.4.1. GENERAL

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 of the ground wind direction and speed, and instruct downwind take-off or downwind landing for short time. If pilot decides not to take off or land on downwind RWY, inform ATC immediately.

1.4.2. RWY CLOSING TIME

RWY 15/33 closed on Monday, Wednesday, Friday and Saturday between 1800-2200UTC, but it is still available for taxiing during closure period.

RWY 16/34 closed on Tuesday, Thursday and Sunday between 1800-2200UTC.

If airlines want to use RWY in the closing time, contact the APT management department with 60 minutes PPR via

Tel: +86-755-23456111/23456222 or Fax: +86-755-23458415.

Also refer to latest NOTAMs.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

TWYs D5, D6, F, G4 thru G6 (between G and J), J, K4 (between A and K), Q (between D and G), T3 (between C and G), T5 (between D and G), V3 and W3 MAX wingspan 224'/68.4m.

TWYs A12, B (between B3 and B4 and between K4 and A12), D9 (from West of D to apron), D10 (from West of D to apron), D11 (from West of D to apron), G9 (from East of G to apron), G10, G11, K (between K2 and K4), K1 (between A and K), K2, K3, L (South of L2), L2 thru L4 and Q (between C and D) MAX wingspan 213'/65m.

TWYs D7, D8 (from West of D to apron), G7, G8 (from East of G to apron), W1 (from South of W to apron) and W2 (from South of W to apron) MAX wingspan 171'/52m.

TWY B (between K2 and K4) MAX wingspan 156'/47.6m.

TWY B (between L3 and L4) MAX wingspan 138'/42m.

TWYs B (between K2 and B4), B3, K (between K1 and K2), K1 (East of K), K4 (East of K), L (between L1 and L2) and L1 (from East of B to apron) MAX wingspan 118'/36m.

TWY B5 thru B7 MAX wingspan 102'/31m.

Parallel taxiing on TWYs D7 and D8 as on G7 and G8 is strictly forbidden.

Without ATC clearance, 180° turnaround on TWY is forbidden.

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1 SEP 23

(10-1P1)**Eff 6 Sep 1600Z****AIRPORT BRIEFING**

1. GENERAL

1.5.2. RULES FOR CROSSING RWY 15/33

Read back ATC instructions concerning holding and crossing, verify any questions before crossing:

- Taxi to the designated holding position and hold short of RWY 15/33.
- Upon receiving crossing clearance from ATC, conduct crossing ASAP.
- Monitor TWR frequency for other information of RWY and observe activities on RWY and around carefully.
- While crossing RWY 15/33 following a taking off ACFT, pilot shall be responsible for safety separation with the taking off ACFT to avoid effect of wake turbulence.
- Report to TWR "RWY vacated" after crossing.
- ACFT shall hold short of TWY A after crossing RWY 15/33 from West to East, or short of TWY C after crossing from East to West and then wait for instructions from GND.

1.5.3. RWY HOLDING POSITIONS AND REQUIREMENTS

- ACFT shall stop and wait for ATC instructions at the relative RWY holding positions.
- The nose of ACFT shall get close to the RWY holding position marking without exceeding it when ACFT is waiting.
- ACFT shall report to ATC when nose of ACFT exceeds holding position without instruction.

1.6. PARKING INFORMATION

Visual Docking Guidance System available at stands 301 thru 309, 314 thru 362, 317R, 350L, 350R, 361R, 362R, 501, 502, 504 thru 510, 520 thru 530, 540 thru 549, 560 thru 570, 505R, 507R, 510R, 528R, 529R, 545R, 547R, 549R, 566R, 568R and 569R.

All stands are push-back except stands 26 thru 30, 27L/R, 29L/R, 30R, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 102, 102L/R, 104, 104L/R, 106, 106L/R, 108, 108L/R, 110, 110L/R, 112, 112L/R, 114, 114L/R, 116, 116L/R, 118, 118L/R, 120R, Z01 and Z02. Taxiing on own power or push-back is strictly forbidden without ATC clearance.

ACFT parking on T3 and Satellite Hall bridge stands shall close APU and use 400 Hz GPU and A/C, except for following special situations:

- 400 Hz GPU and A/C are under maintenance;
- ACFT needs APU to start up engine;
- APU is under maintenance;
- other malfunctions of ACFT;
- in case of exceptional circumstances influencing the regularity and safety of operation, such as public health events, extreme weather, special plane support or insufficient flight transition time;
- quality of power supply or capacity of A/C cannot satisfy demand of ACFT.

Stands 375 and 376 are used for helicopter parking.

1.7. OTHER INFORMATION

1.7.1. GENERAL

ACFT push-back, start-up, taxiing and other operations in the APN control areas shall follow the instructions of APN.

Two RWYs are parallel and wide-distance, RWY designator is not supplemented with "L" or "R", pilots shall pay attention to identify.

A freeway is located to the West of APT, do not mistake for RWY.

ACFT shall report to ATC immediately when realizing taxiing on the wrong way or an incursion of RWY.

RWY 15 and 16 right-hand circuit. Birds in vicinity of APT.

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1 SEP 23

10-1P2

Eff 6 Sep 1600Z

AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Arriving ACFT shall follow speed limits as follows (unless otherwise instructed by ATC):

- MAX 250 KT below 10000' QNH;
- 220 KT within 30NM from ARP;
- 180 KT and continue flying until 8NM from TDZ when ACFT joins downwind leg or approach final leg.
- ACFT shall immediately inform ATC if ACFT cannot fulfill above speed limits.

2.2. COMMUNICATION FAILURE PROCEDURES

2.2.1. ONE-WAY RADIO COMMUNICATION FAILURE

If only the radio receiver is available, ACFT shall continue to fly according to ATC.

If only the radio transmitter is available, the pilot shall inform the flight intention to ATC immediately, and report the position and altitude in time.

2.2.2. TWO-WAY RADIO COMMUNICATION FAILURE

The ACFT shall continue to approach according to the following specific procedures and land as soon as possible. If APT condition is not available for landing, the pilots shall decide to return or alternate by themselves.

2.2.3. ARRIVALS

The ACFT shall fly to NLG at the last assigned altitude (climb to 5910' when lower than 5910'). If the ACFT is higher than 5910' at NLG, join holding pattern and descend to 5910'. If deciding to continue to approach, descend to IAF altitude at 4930' in holding pattern, then land ILS/DME Y RWY16/34 approach procedure according to the operation direction.

2.2.4. AERODROME RADIO COMMUNICATION FAILURE

When ACFT cannot establish communication with the aerodrome ATC, contact the previous ATC unit and follow the instruction to fly.

2.2.5. RADIO COMMUNICATION RETURNING TO NORMAL

Resume normal operation and inform relevant ATC units immediately.

2.3. OPERATIONS ON PARALLEL RWY s

Upon receipt of approach clearance, pilot shall monitor the operating status of other ACFT in vicinity by airborne equipment and establish visual separation as practicable, then report "visual separation established" when controller notifies the relative position with other ACFT.

Under certain adverse weather condition (e.g. wind shear, turbulence, downdrafts or crosswind) report the situation to controller immediately. According to the reports and weather information, ATC will take the appropriate methods to deal with it. Dependent parallel approaches are implemented in RWY 15 and RWY 16.

2.4. RWY OPERATION

2.4.1. GENERAL

ACFT shall keep listening TWR frequency before vacating RWY; under low visibility conditions, report vacated RWY designation and TWY in use during initial contact with GND.

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1 SEP 23

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10-1P3

Eff 6 Sep 1600Z

SHENZHEN, PR OF CHINA

AIRPORT BRIEFING

2. ARRIVAL

2.4.2. VACATING RWY VIA RAPID EXIT TWY s

ACFT shall vacate RWY as quickly as possible.

ACFT shall fully vacate RWY within 50 seconds after flying over THR. Flight crew shall inform TWR controller if more time needed before landing.

Each RWY is equipped with several rapid exit TWYs. ACFT shall vacate from the nearest available rapid exit TWY or follow ATC instruction. Flight crew shall inform TWR controller if can not use the suggested rapid exit TWY.

RWY 16/34 are equipped with rapid exit TWY lights to help pilot obtaining the distance information between rapid exit TWY during the night or under low visibility conditions. RWY 15/33 are not equipped with rapid exit TWY lights (rapid exit TWY lights indicate 300m, 200m and 100m from rapid exit TWY.)

Refer to 10-9 pages for LDAs for each rapid exit TWY.

ACFT is forbidden to stop at rapid exit TWY before fully cross the "NO ENTRY" on it.

2.5. TAXI PROCEDURES

ACFT shall turn transponder on Mode S after landing until entering parking stands. ACFT shall keep ADS-B equipment on while taxiing.

Within APN areas, ACFT shall contact APN for stands information and taxiing clearance before entering APN areas.

Follow-me is not available, except special flight. If required, landing ACFT shall file for Follow-me service to APT Operation Control Center (AOC) in 30 minutes advance.

When taxiing into stands 503 and 504 ACFT CAT E and above are recommended to use lead-in lines type A first. ACFT CAT D and below can use either type A or type B lead-in lines.

3. DEPARTURE

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

ACFT shall keep ADS-B equipment on while push-back and taxiing.

Follow-me is not available.

Within APN operation control area, following rules for apply:

- Obtain delivery clearance from Delivery.
- Obtain push-back and start-up clearance from Delivery when ACFT is on standby.
- Obtain push-back and start-up clearance from APN after agreement with Delivery.
- Report parking stand number to APN controller at the first contact with APN.
- Follow APN controller instructions when pushing back and starting up.
- Obtain taxiing clearance from APN after pushing back and starting up.

Obtain delivery clearance by DCL or delivery frequency.

Report stand number and repeat call sign, SID and initial altitude to TWR delivery controller 5 minutes earlier than closing cabin door.

Inform delivery "ready to push-back and start-up", then keep on frequency until requested to change.

Push-back and start-up upon receiving clearance from GND or APN.

ACFT shall follow push-back and start-up instructions by ATC within 3 minutes or re-apply clearance if not fulfilled in time. After receiving ATC clearance for push-back, pilot shall repeat and tell ground worker.

Pilot shall leave TWR frequency without instruction as soon as airborne to contact assigned APP frequency and report departure RWY designation.

Under normal conditions, ACFT shall finish RWY alignment within 60 seconds after leaving holding position. If flight crew need more time, pilot shall inform ATC before entering RWY.

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23 DEC 22 **10-1P4** **Eff 28 Dec 1600Z**

SHENZHEN, PR OF CHINA
AIRPORT BRIEFING

3. DEPARTURE

3.2. NOISE ABATEMENT PROCEDURES

Upon condition of complying with the requirement of obstacle clearance and climb gradient required by flight procedure, the following operating procedures for the take-off climb shall be implemented. If the procedures cannot be implemented due to any reason, pilot shall inform ATC before take-off (except for special flight):

1. Under the condition that ACFT performance allows, use the reduced thrust to take off.
2. At 450m (1500'):
 - Climb speed of $V_2 + 20\text{km/h}$ (10 KT);
 - Reduce engine power/thrust to climb power/thrust;
 - Maintain a speed with flaps and slats in the take-off configuration.
3. Above 900m (3000'):
 - Accelerate and retract flaps/slats on schedule;
 - Maintain a positive rate of climb;
 - Complete the transition to normal en-route climb speed.

3.3. COMMUNICATION FAILURE PROCEDURES

3.3.1. ONE-WAY RADIO COMMUNICATION FAILURE

If only the radio receiver is available, ACFT shall continue to fly according to ATC.

If only the radio transmitter is available, the pilot shall inform the flight intention to ATC immediately, and report the position and altitude in time.

3.3.2. TWO-WAY RADIO COMMUNICATION FAILURE

The ACFT shall continue according to the following specific procedures and land as soon as possible. If APT condition is not available for landing, the pilots shall decide to return or alternate by themselves.

3.3.3. DEPARTURES

The ACFT shall continue to depart as the last assigned instruction. If the ACFT cannot continue departing, MAINTAIN 5910' to fly to NLG and join holding pattern, then decide whether to dump fuel or continue to approach and land. If deciding to approach, join holding pattern and descend to IAF altitude at 4930', then land ILS/DME Y RWY16/34 approach procedure according to the operation direction.

3.3.4. AERODROME RADIO COMMUNICATION FAILURE

When ACFT cannot establish communication with the aerodrome ATC, contact the previous ATC unit and follow the instruction to fly.

3.3.5. RADIO COMMUNICATION RETURNING TO NORMAL

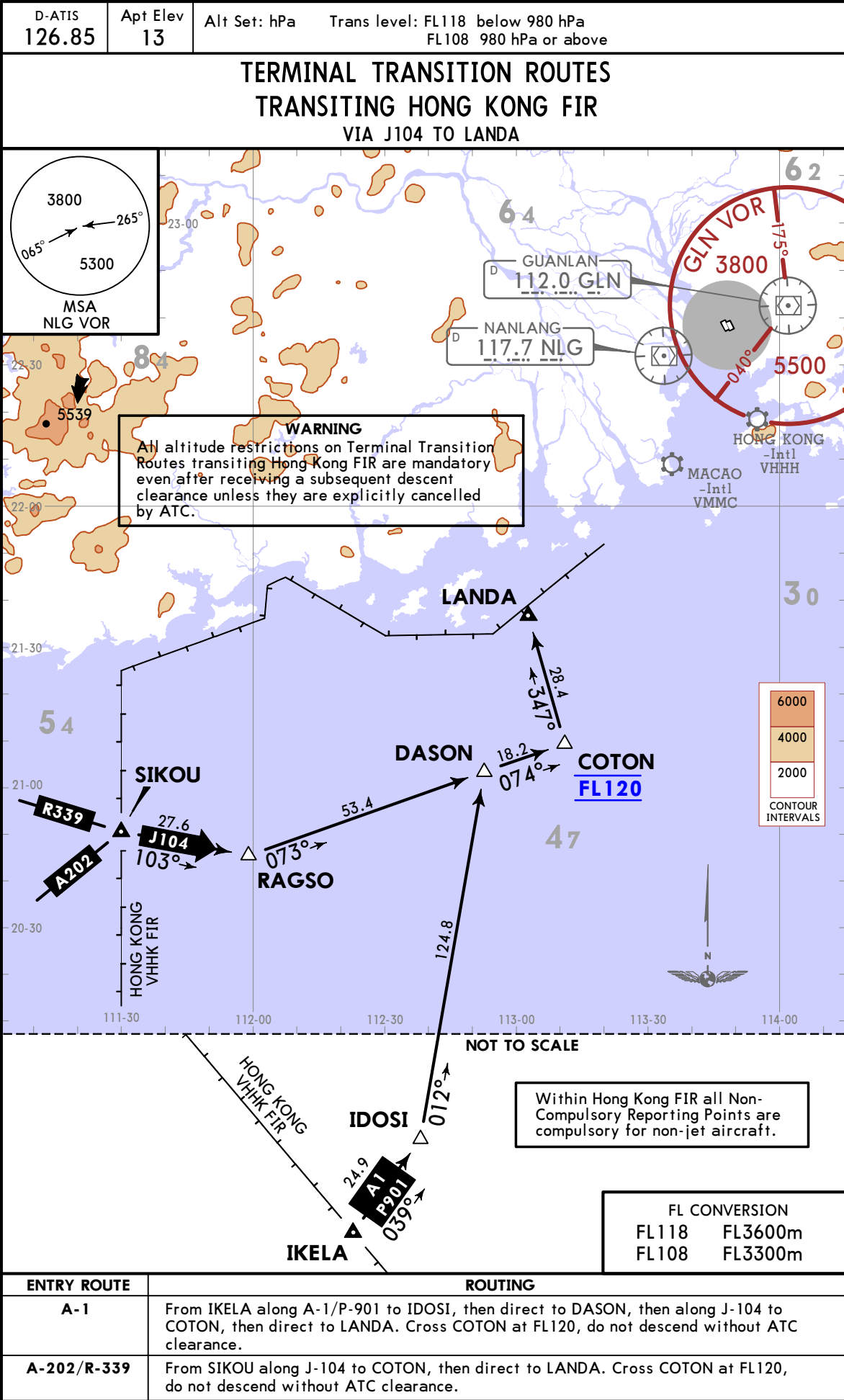
Resume normal operation and inform relevant ATC units immediately.

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26 NOV 21
Eff 1 Dec 1600Z

10-2

SHENZHEN, PR OF CHINA
TERMINAL TRANSITION ROUTE

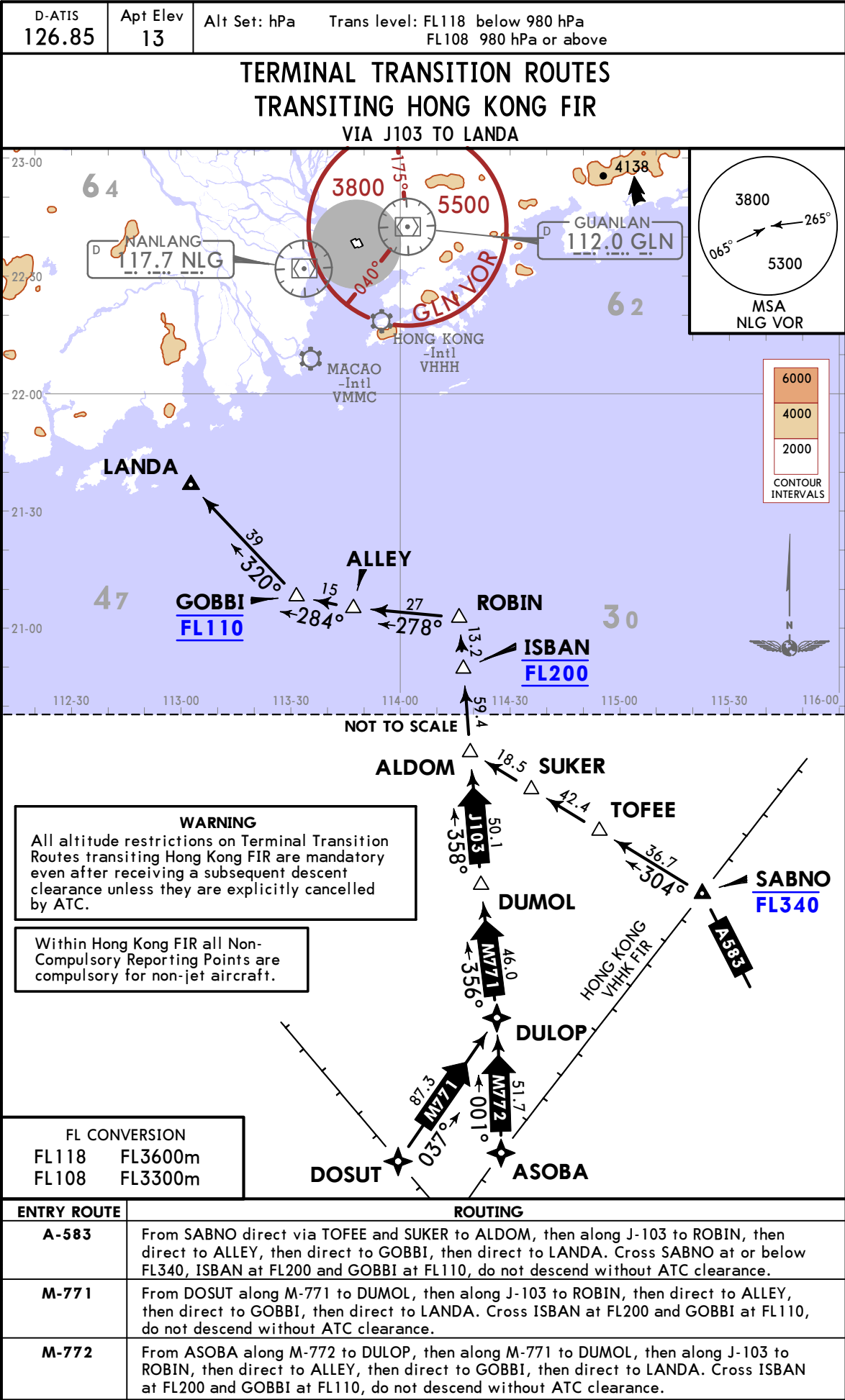


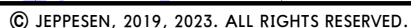
ZGSZ/SZX
BAOAN

26 NOV 21
Eff 1 Dec 1600Z

10-2A

SHENZHEN, PR OF CHINA
TERMINAL TRANSITION ROUTE

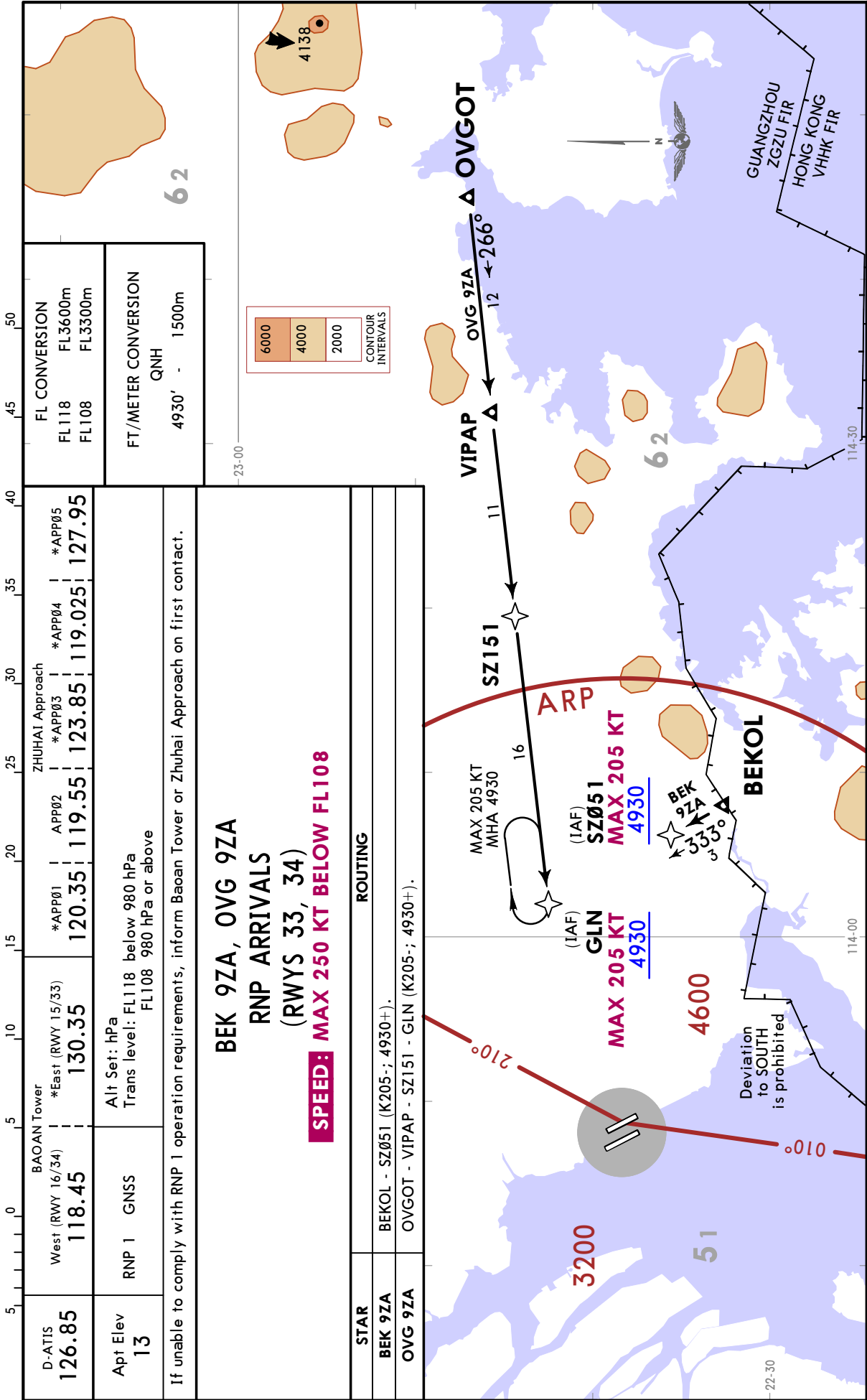




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BAOAN

JEPPesen
23 JUN 23 10-2C

SHENZHEN, PR OF CHINA
RNAV STAR



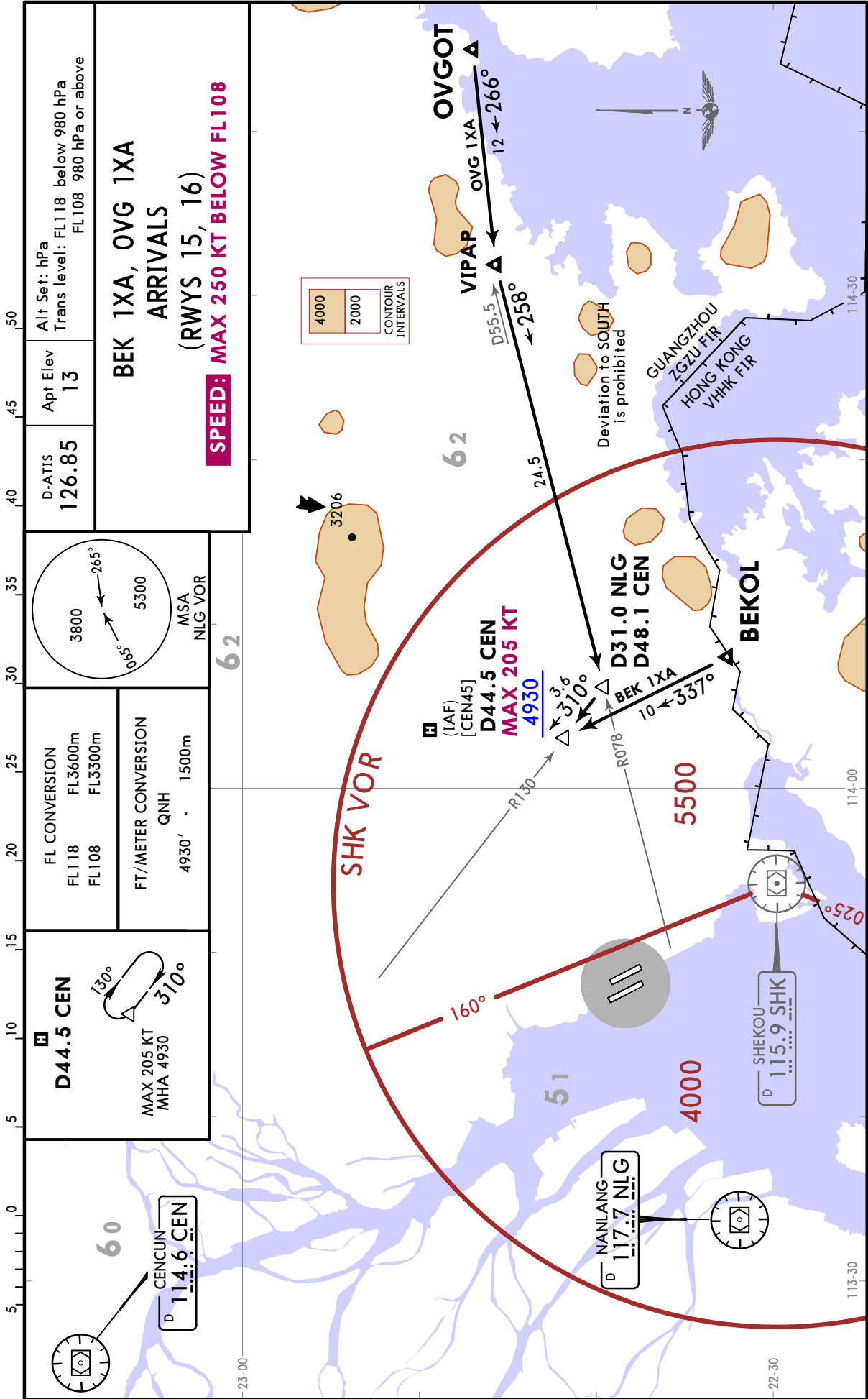
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BAOAN

JEPPESEN
17 MAR 23 10-2H

SHENZHEN, PR OF CHINA

Eff 22 Mar 1600Z

STAR



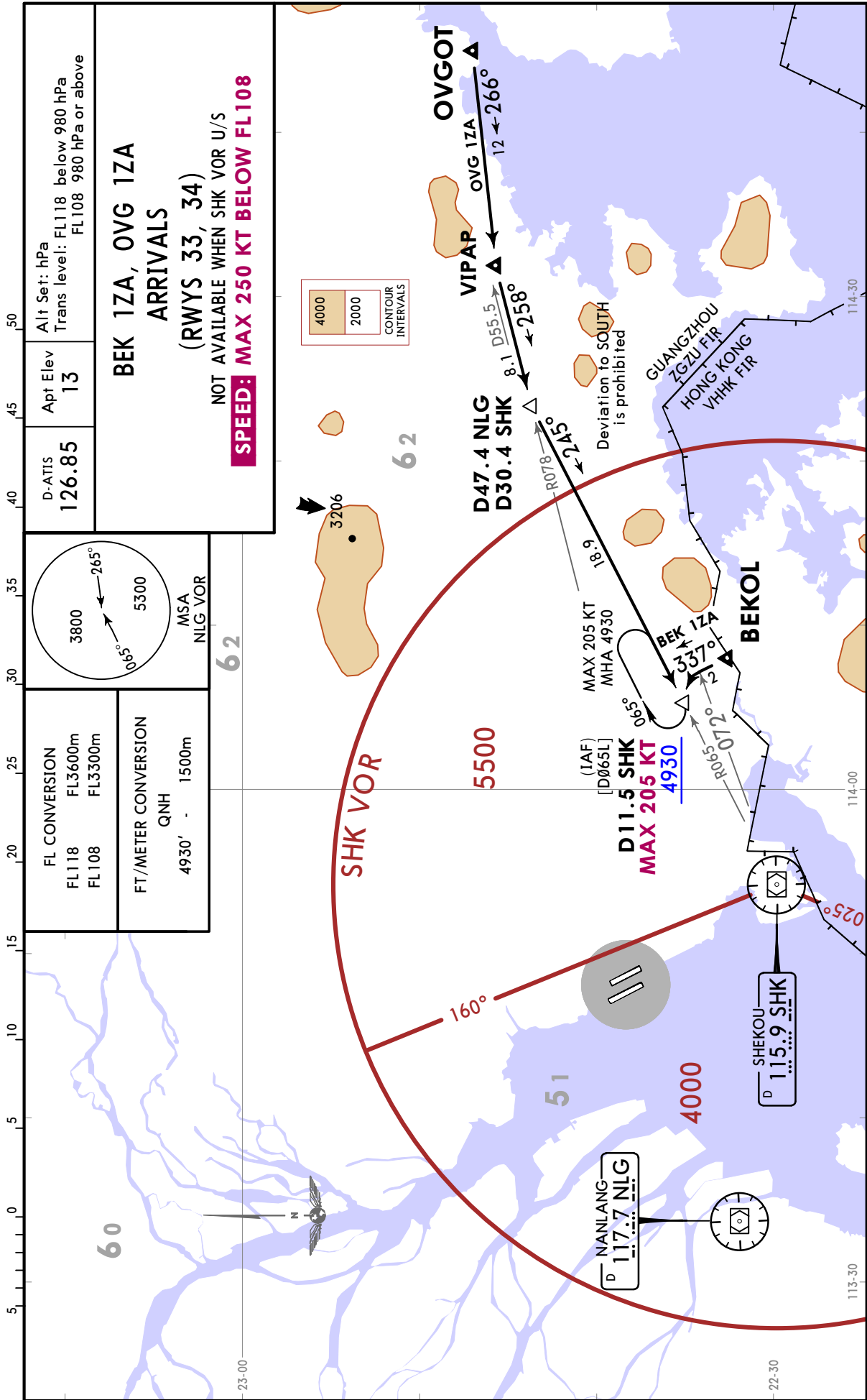
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17 MAR 23 (10-2J)

SHENZHEN, PR OF CHINA

Eff 22 Mar 1600Z

STAR





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BAOAN

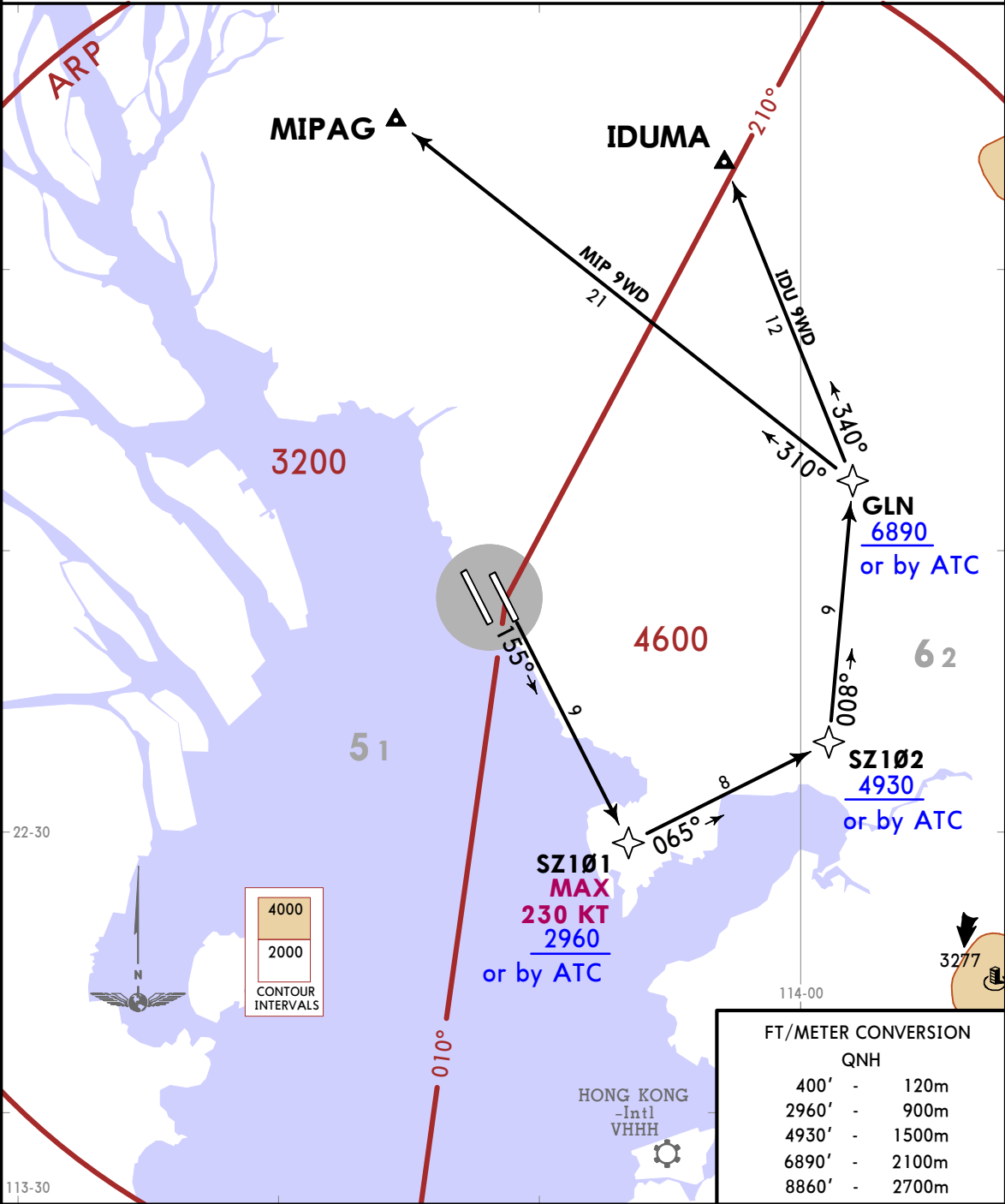
JEPPESSEN
23 JUN 23 10-3

SHENZHEN, PR OF CHINA
RNAV SID

BAOAN Tower		ZHUHAI Approach				
West (RWY 16/34)	*East (RWY 15/33)	*APP01	APP02	*APP03	*APP04	*APP05
118.45	130.35	120.35	119.55	123.85	119.025	127.95

Apt Elev 13	RNP 1 GNSS	Trans alt: 8860 If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact.
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IDU 9WD, MIP 9WD
RNP DEPARTURES
(RWY 15)
DEVIATION TO SOUTH OF SZ101-SZ102 IS FORBIDDEN



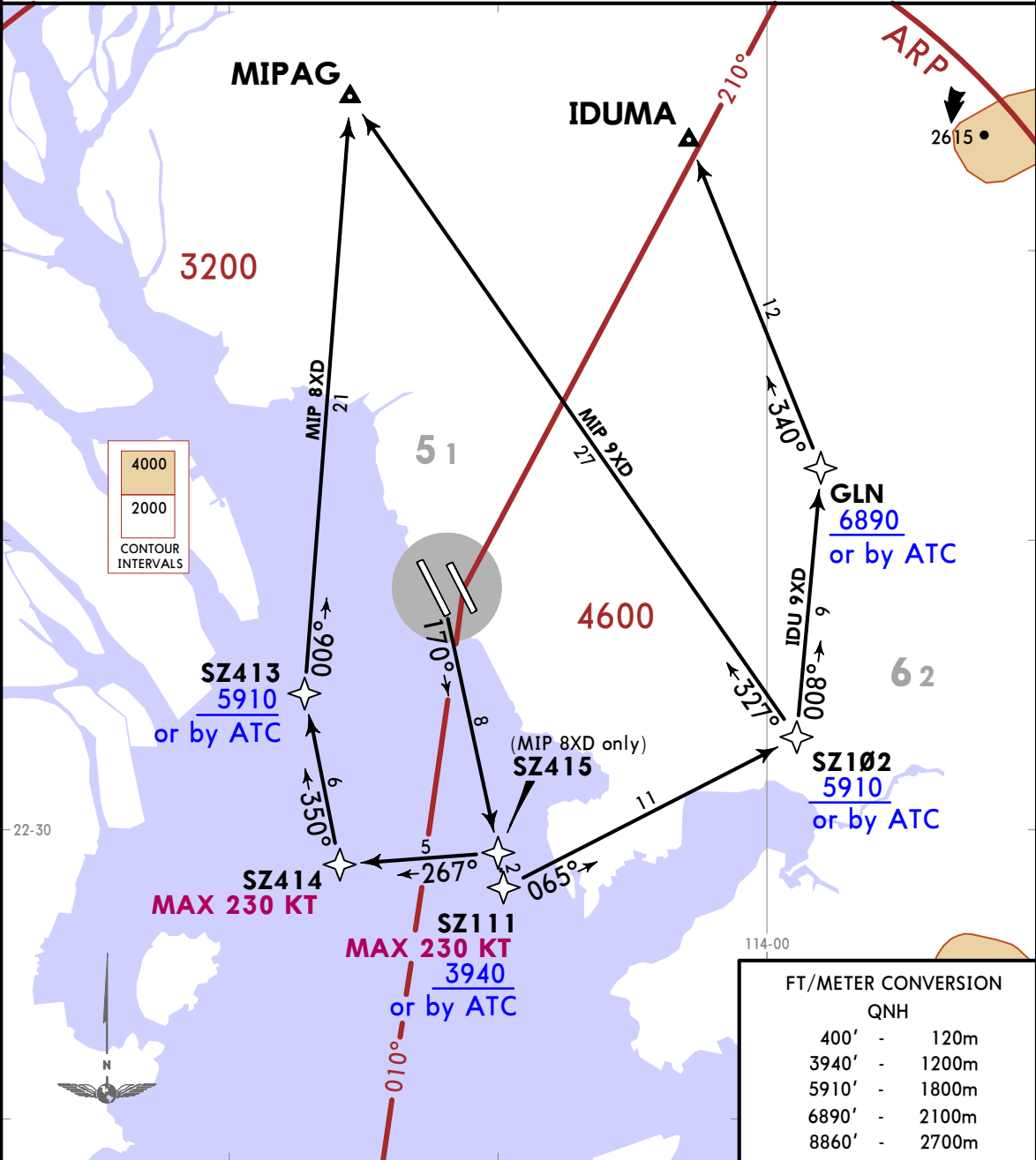
ZGSZ/SZX
BAOAN

JEPPesen
23 JUN 23 (10-3A)

SHENZHEN, PR OF CHINA
RNAV SID

BAOAN Tower		ZHUHAI Approach				
West (RWY 16/34)	*East (RWY 15/33)	*APP01	APP02	*APP03	*APP04	*APP05
118.45	130.35	120.35	119.55	123.85	119.025	127.95
Apt Elev 13	RNP 1 GNSS	Trans alt: 8860 1. No turn before DER. 2. If unable to comply with RNP 1 operation requirements, inform BAOAN Tower or Zhuhai Approach on first contact.				

IDU 9XD, MIP 8XD, MIP 9XD
RNP DEPARTURES
(RWY 16)
DEVIATION TO SOUTH OF SZ101-SZ102 IS FORBIDDEN



SID	ROUTING
IDU 9XD ①	(400) - SZ111 (K230-; 3940+ or by ATC) - SZ102 (5910+ or by ATC) - GLN (6890+ or by ATC) - IDUMA.
MIP 8XD By ATC	(400) - SZ415 - SZ414 (K230-) - SZ413 (5910+ or by ATC) - MIPAG.
MIP 9XD ①	(400) - SZ111 (K230-; 3940+ or by ATC) - SZ102 (5910+ or by ATC) - MIPAG.
① When two RWYs are used for independent departure, RNAV SIDs need ATC clearance.	

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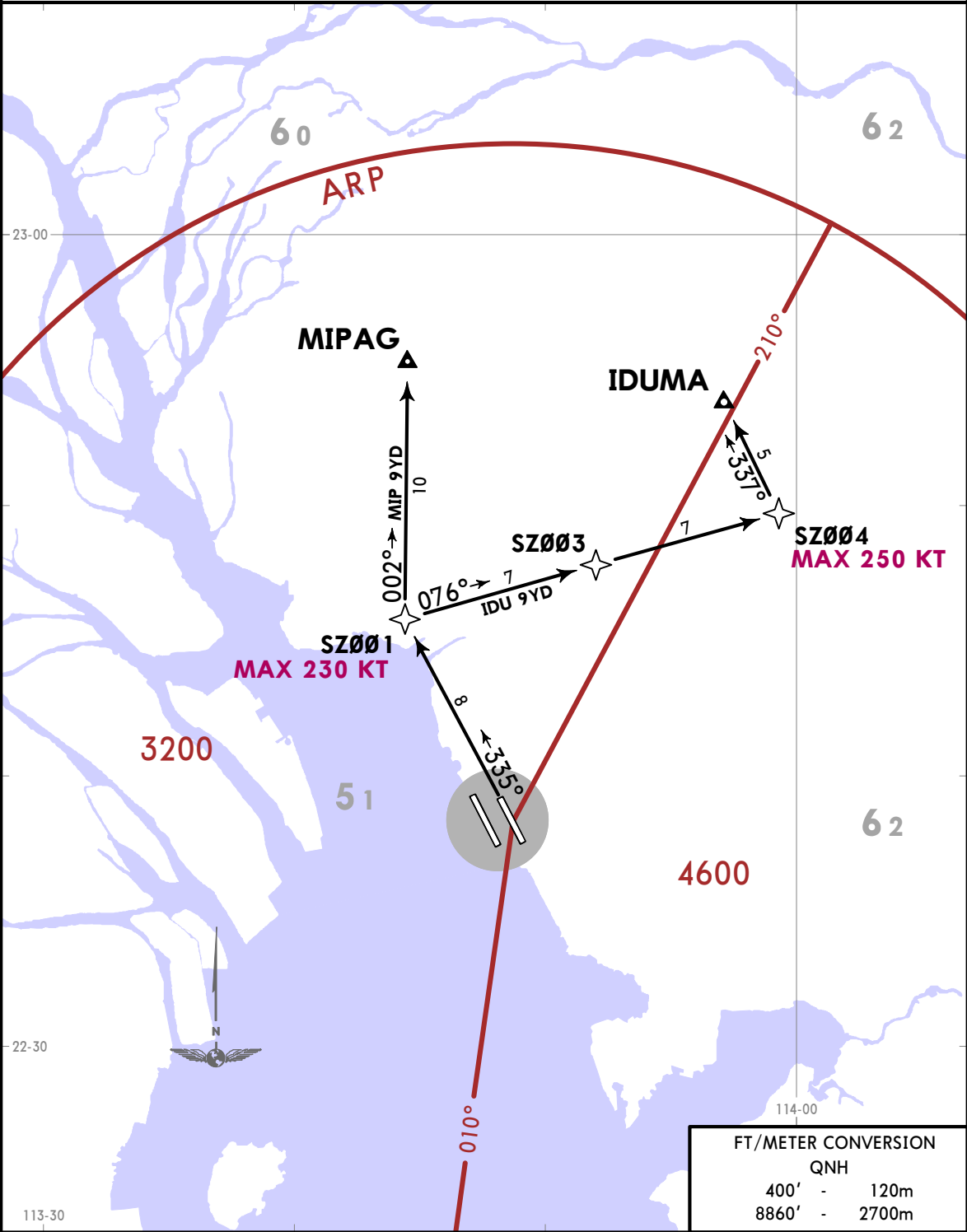
JEPPESSEN
23 JUN 23 (10-3B)

SHENZHEN, PR OF CHINA
RNAV SID

BAOAN Tower		ZHUHAI Approach				
West (RWY 16/34)	*East (RWY 15/33)	*APP01	APP02	*APP03	*APP04	*APP05
118.45	130.35	120.35	119.55	123.85	119.025	127.95

Apt Elev 13	RNP 1 GNSS	Trans alt: 8860 If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact.
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IDU 9YD, MIP 9YD
RNP DEPARTURES
(RWY 33)



SID	ROUTING
IDU 9YD	(400) - SZ001 (K230-) - SZ003 - SZ004 (K250-) - IDUMA.
MIP 9YD	(400) - SZ001 (K230-) - MIPAG.

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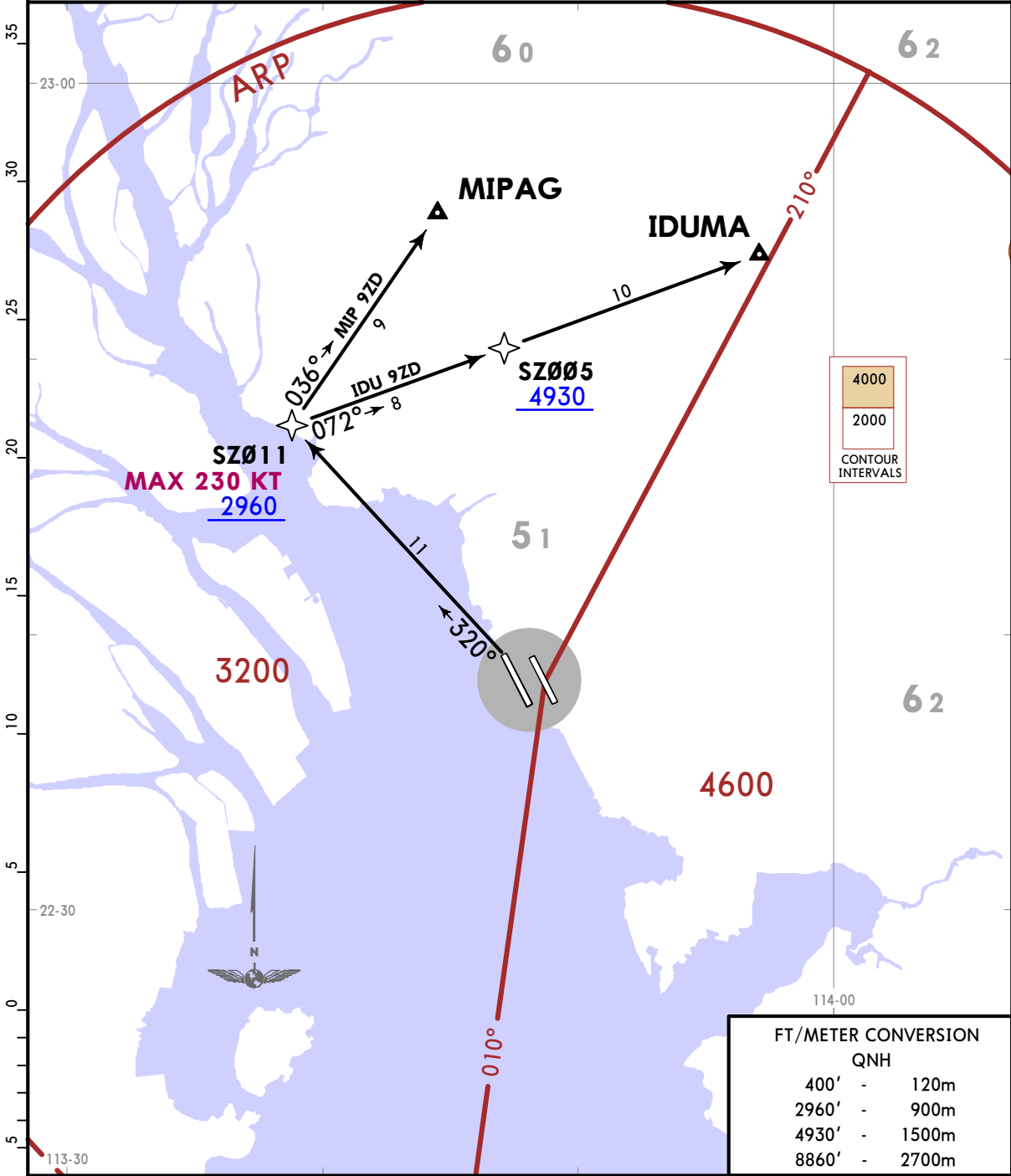
JEPPESEN
23 JUN 23 (10-3C)

SHENZHEN, PR OF CHINA
RNAV SID

BAOAN Tower		ZHUHAI Approach				
West (RWY 16/34)	*East (RWY 15/33)	*APP01	APP02	*APP03	*APP04	*APP05
118.45	130.35	120.35	119.55	123.85	119.025	127.95

Apt Elev 13	RNP 1 GNSS	Trans alt: 8860 1. No turn before DER. 2. If unable to comply with RNP 1 operation requirements, inform Baoan Tower or Zhuhai Approach on first contact.
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IDU 9ZD, MIP 9ZD
RNP DEPARTURES
(RWY 34)
WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT
DEPARTURE, RNAV SIDS NEED ATC CLEARANCE



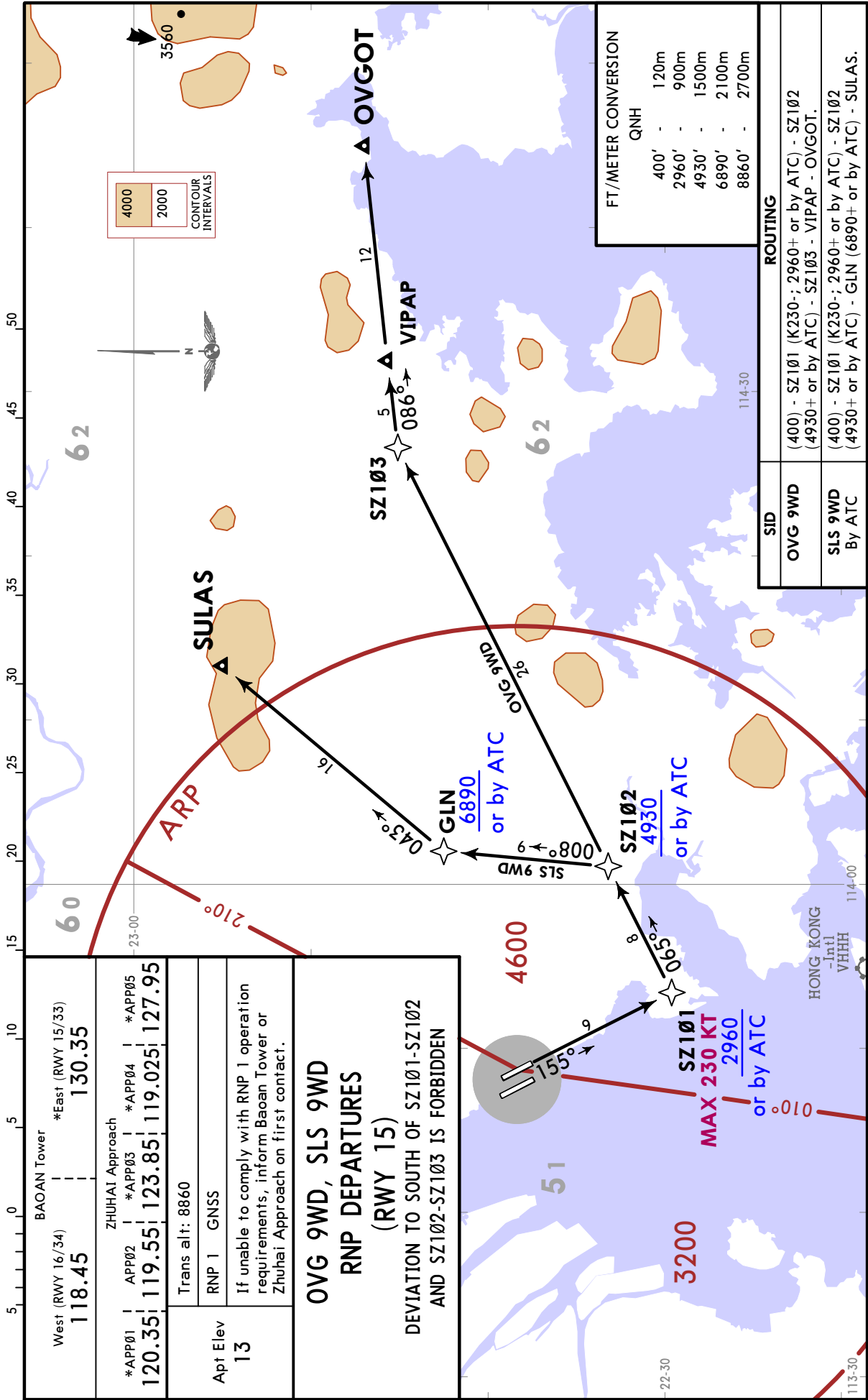
SID	ROUTING
IDU 9ZD	(400) - SZ011 (K230-; 2960+) - SZ005 (4930+) - IDUMA.
MIP 9ZD	(400) - SZ011 (K230-; 2960+) - MIPAG.

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23 JUN 23 10-3D

SHENZHEN, PR OF CHINA

RNAV SID

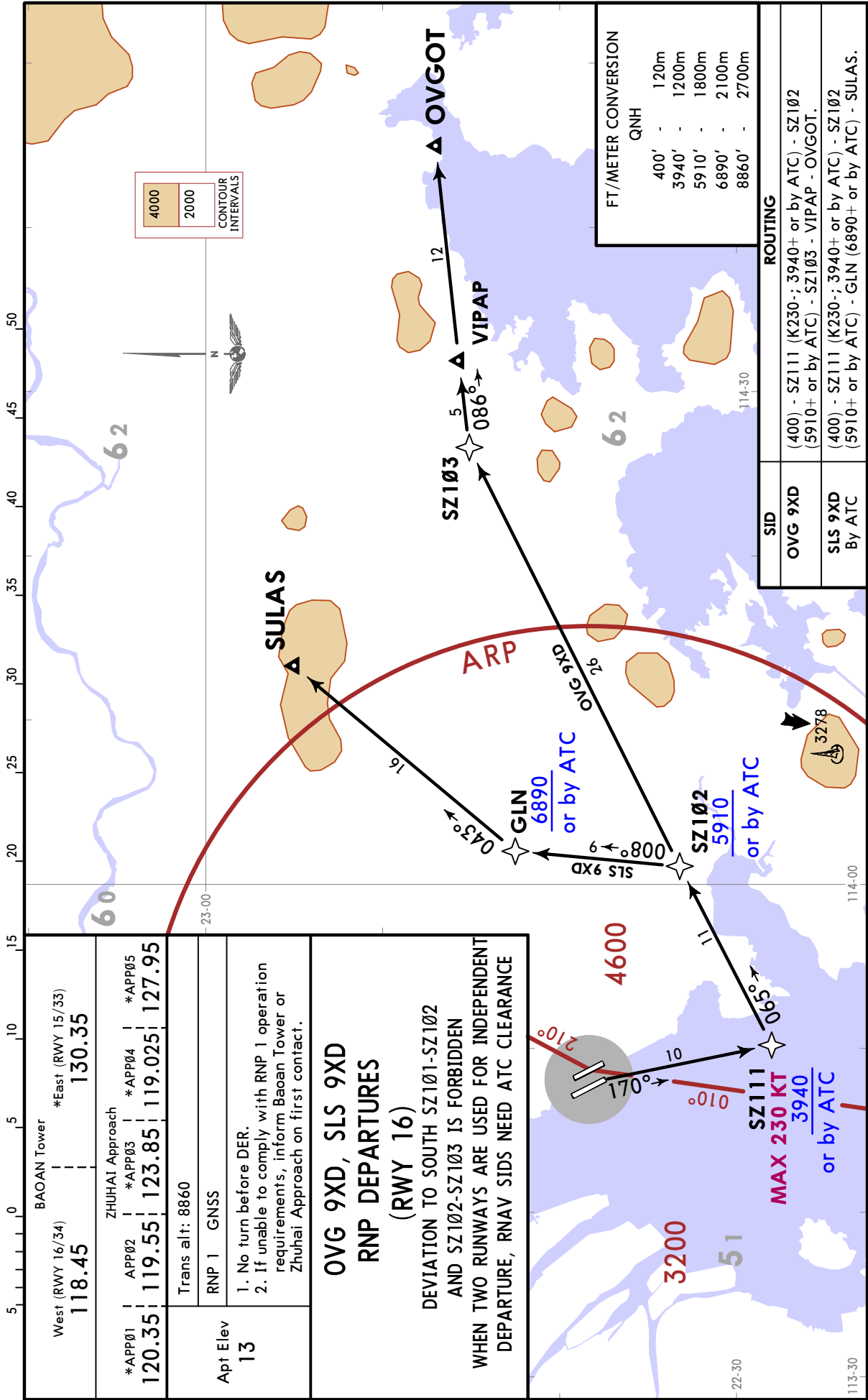


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BAOAN

JEPPesen
23 JUN 23 10-3E

SHENZHEN, PR OF CHINA

RNAV SID

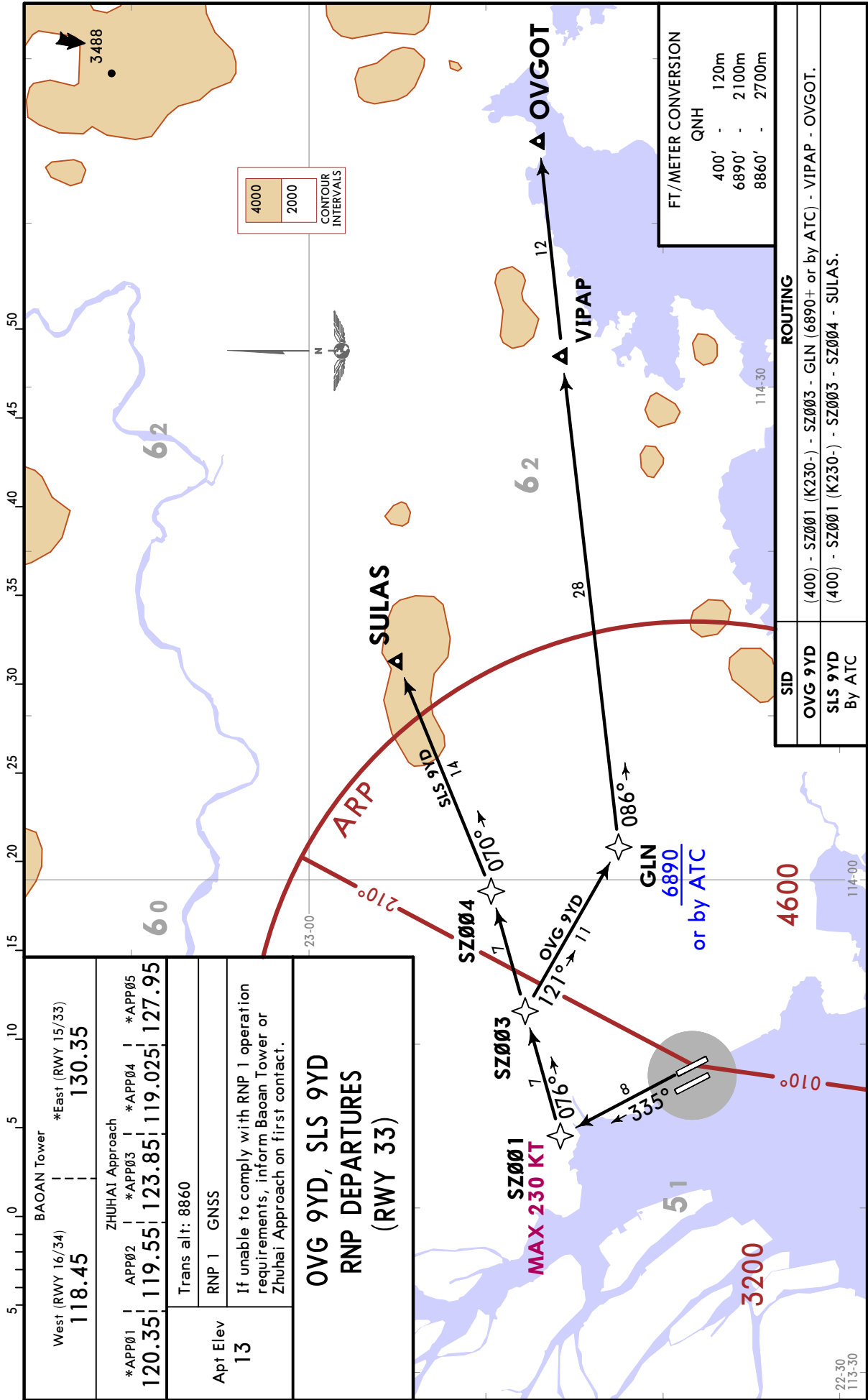


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BAOAN

JEPPesen
23 JUN 23 10-3F

SHENZHEN, PR OF CHINA

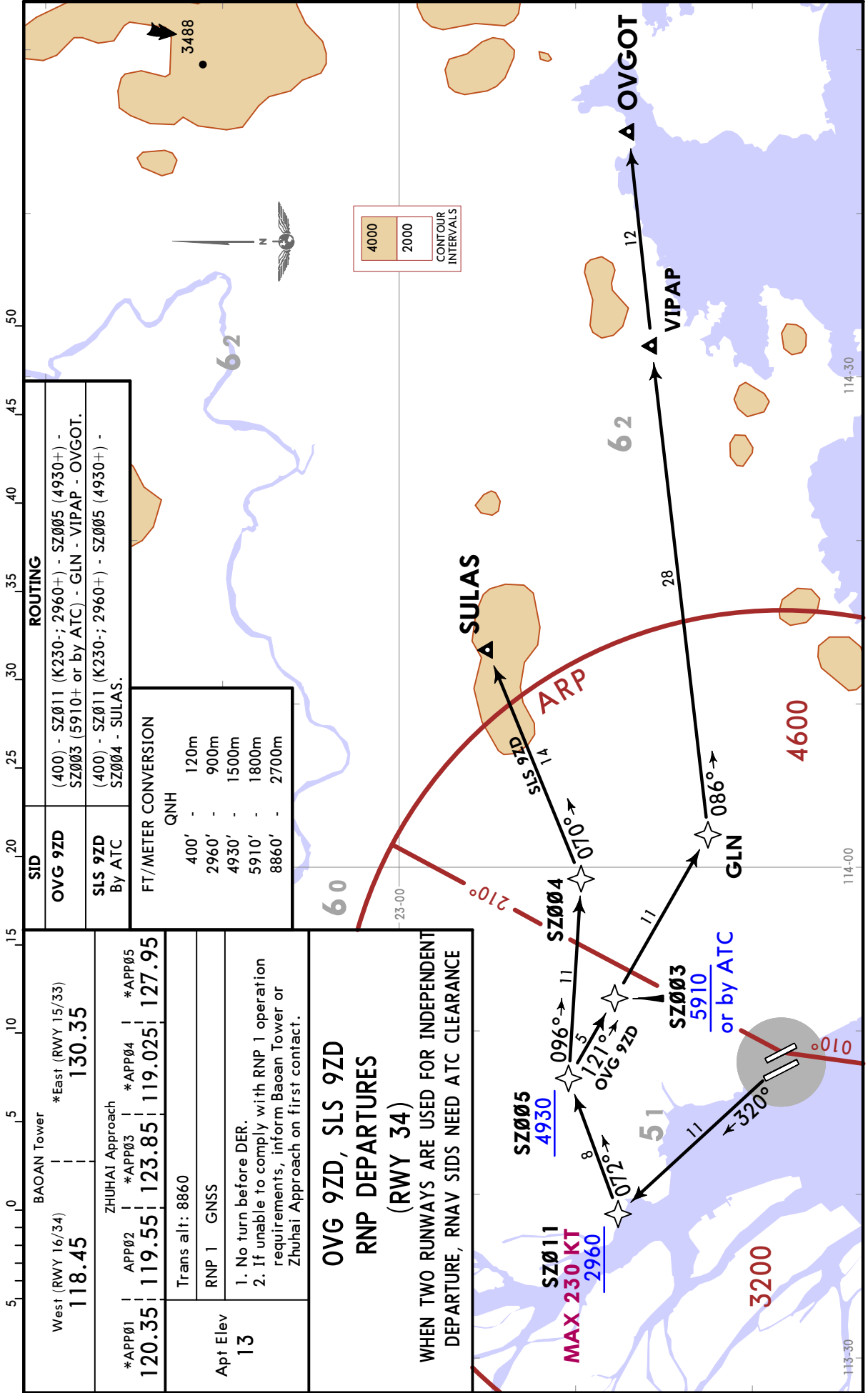
RNAV SID



ZGSZ/SZX
BAOAN

JEPPesen
23 JUN 23 (10-3G)

SHENZHEN, PR OF CHINA
RNAV SID

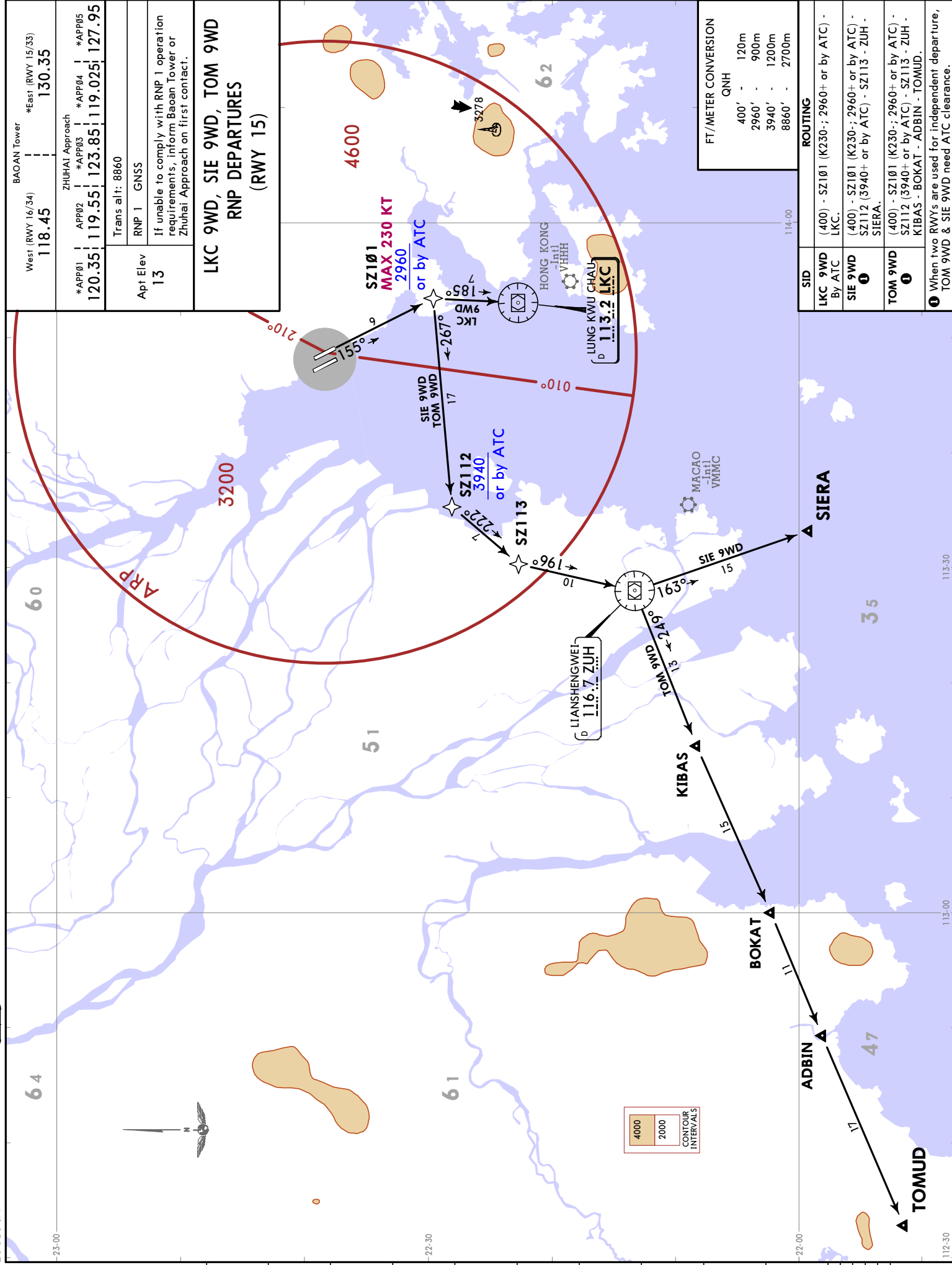


SHENZHEN, PR OF CHINA

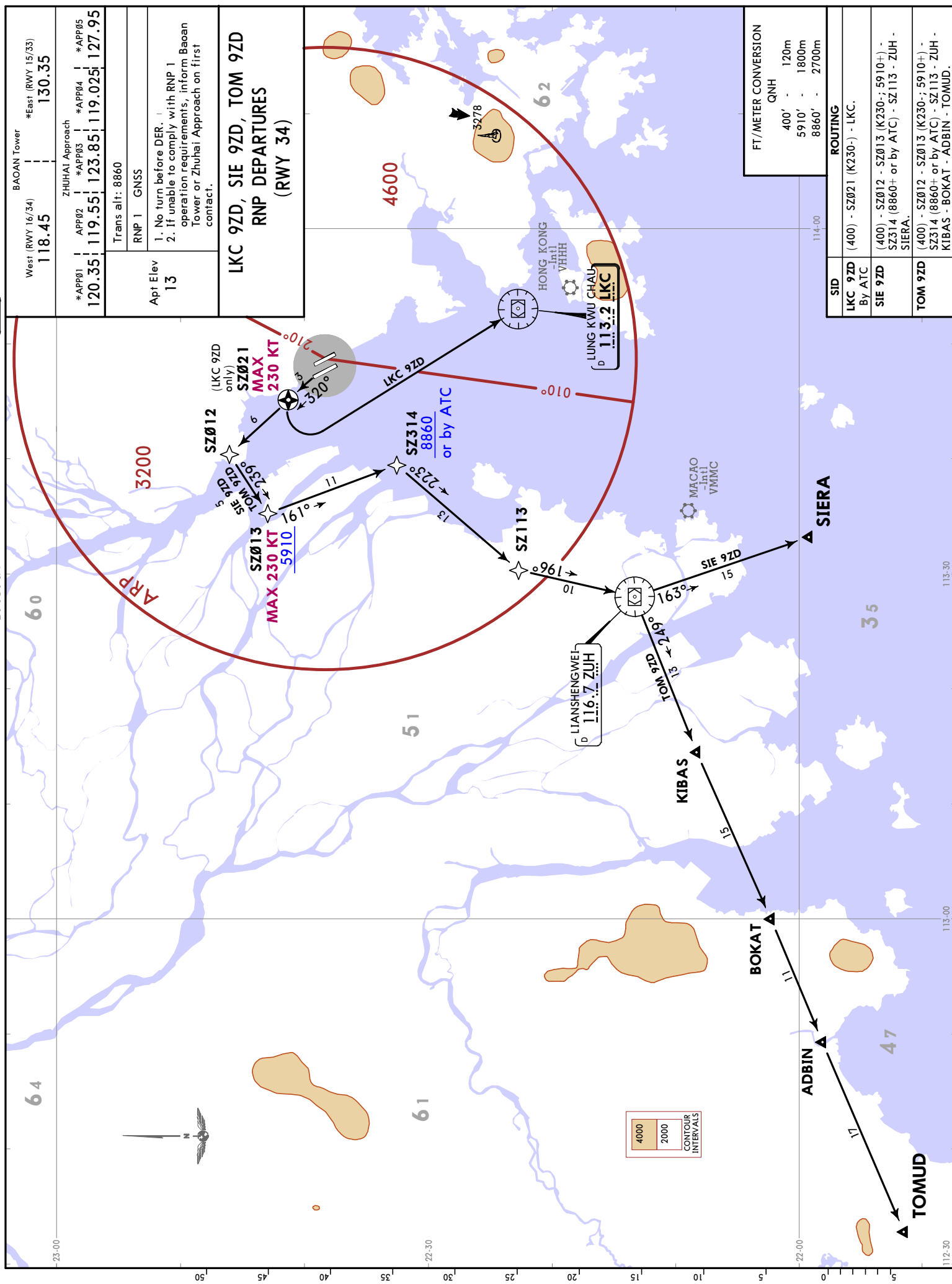
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BAOAN

JEPPesen
23 JUN 23 (10-3H)







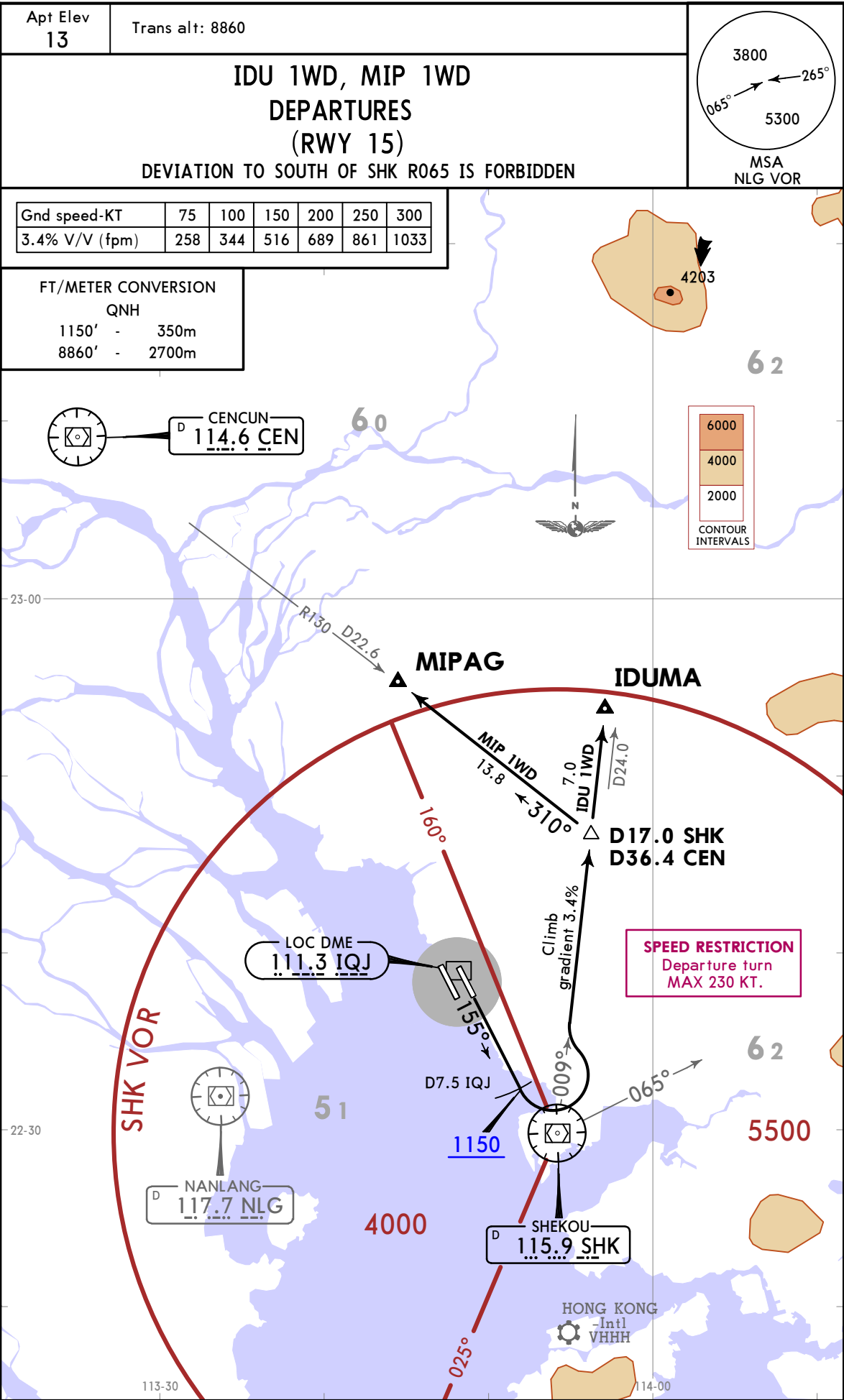
BAOAN Tower		West (RWY 16/34)	118.45	*East (RWY 15/33)	130.35
ZHUHAI Approach					
*APP01	*APP02	*APP03	*APP04	*APP05	
120.35	119.55	123.85	119.025	127.95	
Trans alt: 8860					
RNP 1 GNSS					
Apt Elev 13					
1. No turn before DER. 2. If unable to comply with RNP 1 operation requirements, inform BAOAN Tower or Zuhai Approach on first contact.					
LKC 9ZD, SIE 9ZD, TOM 9ZD RNP DEPARTURES (RWY 34)					

FT/METER CONVERSION	
QN	
400'	120m
5910'	1800m
8860'	2700m

SID	ROUTING
LKC 9ZD	(400) - SZ021 (K230-) - LKC.
By ATC	
SIE 9ZD	(400) - SZ012 - SZ013 (K230-; 5910+) - SZ314 (8860+ or by ATC) - SZ113 - ZUH - SIERA.
TOM 9ZD	(400) - SZ012 - SZ013 (K230-; 5910+) - SZ314 (8860+ or by ATC) - SZ113 - ZUH - KIBAS - BOKAT - ADBIN - TOMUD.

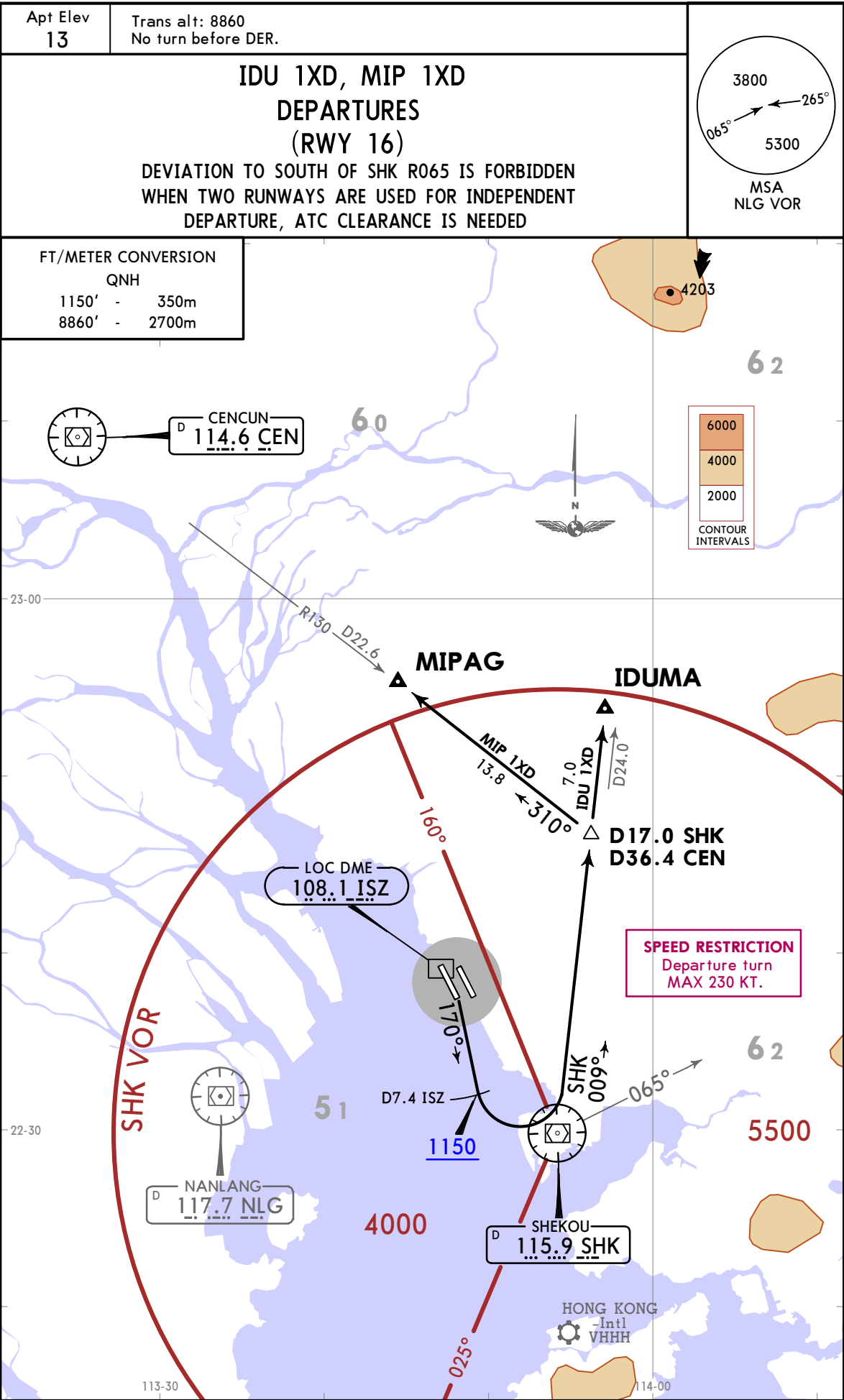
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BAOAN

 **JEPPESSEN SHENZHEN, PR OF CHINA**
17 MAR 23 **(10-3M)** **Eff 22 Mar 1600Z** **SID**



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BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
17 MAR 23 **(10-3N)** **Eff 22 Mar 1600Z** **SID**



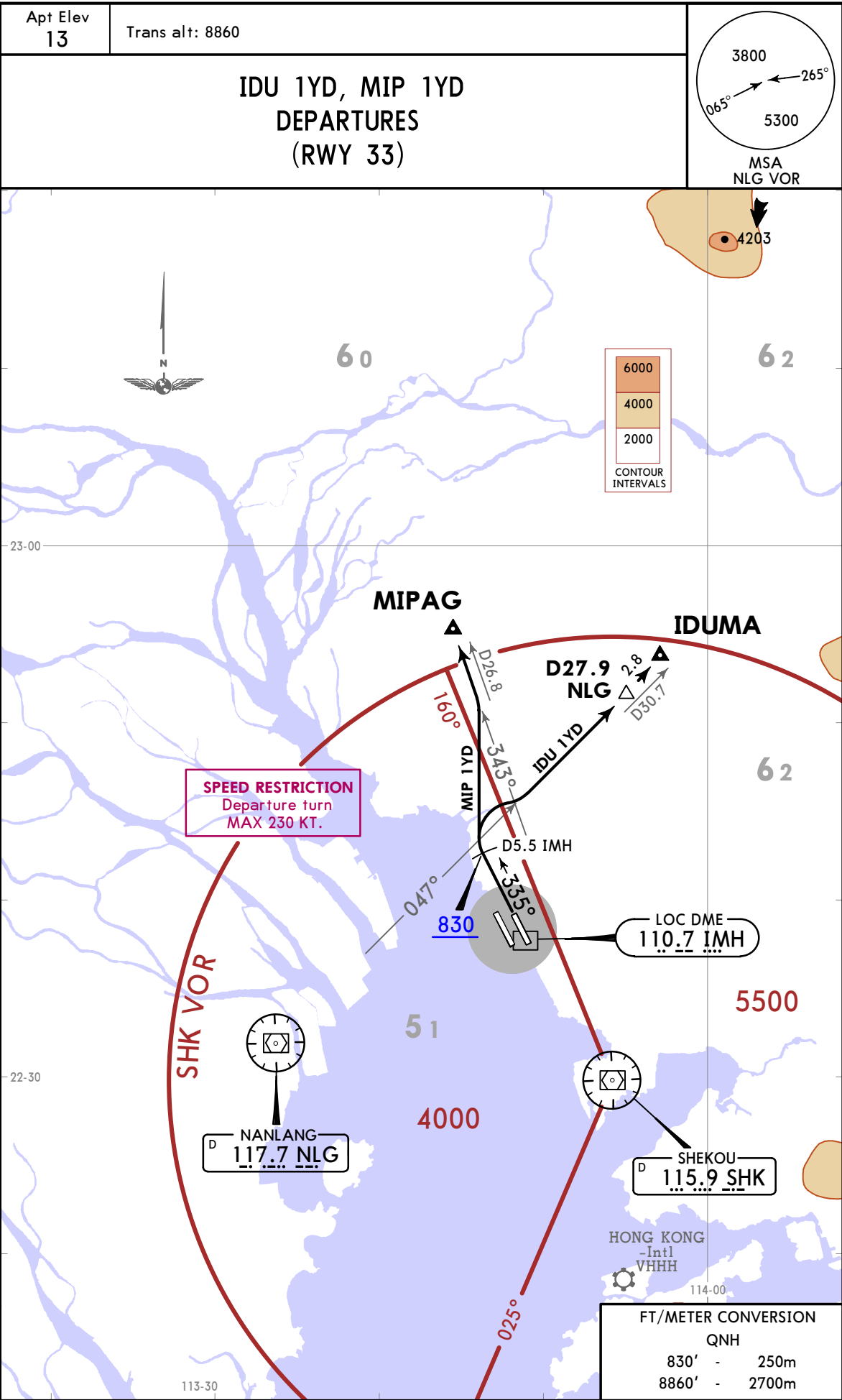
ZGSZ/SZX
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JEPPesen
17 MAR 23 (10-3P)

SHENZHEN, PR OF CHINA

Eff 22 Mar 1600Z

SID



ZGSZ/SZX
BAOAN

JEPPESSEN
17 MAR 23 10-3Q

SHENZHEN, PR OF CHINA

Eff 22 Mar 1600Z

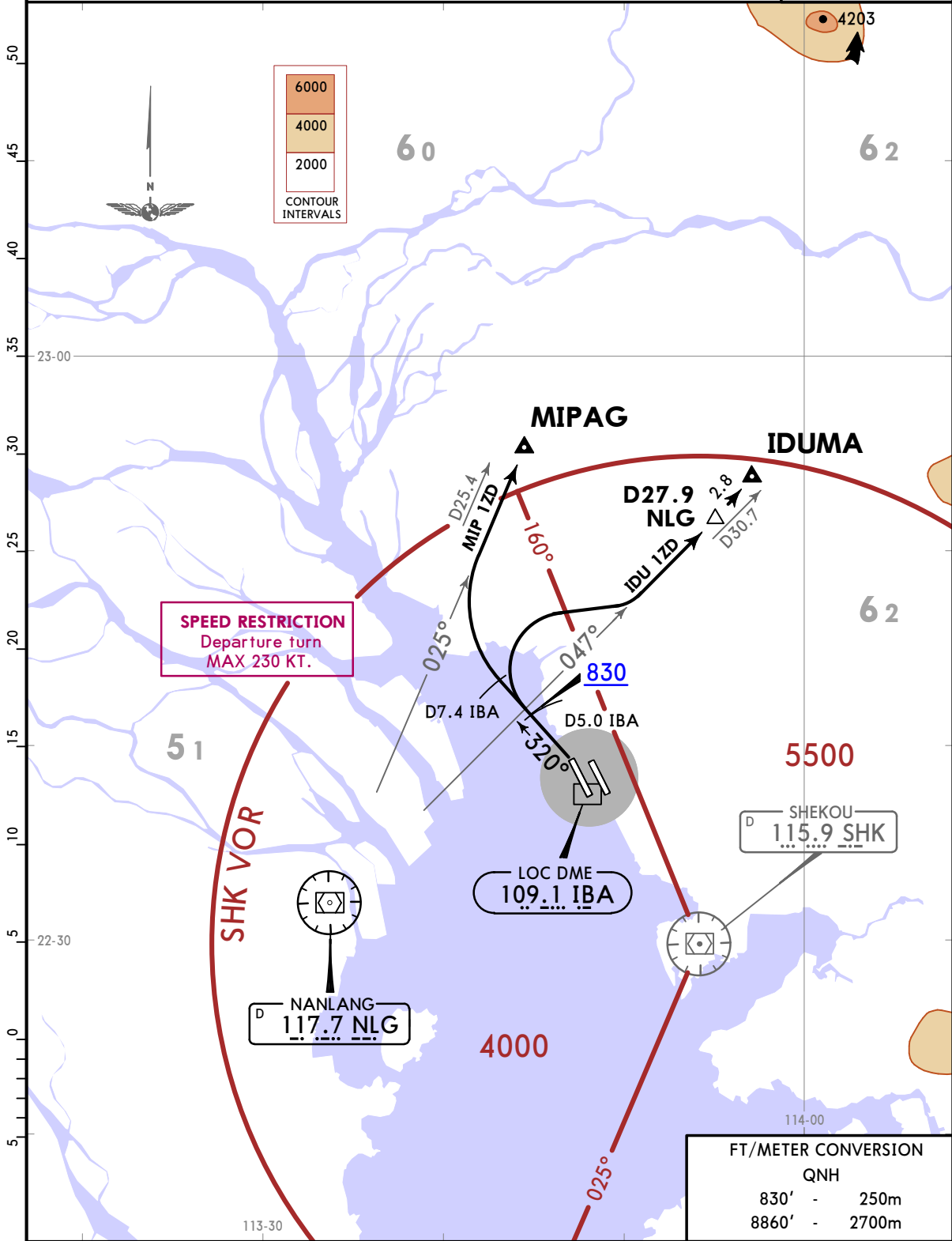
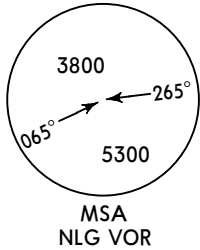
SID

Apt Elev
13

Trans alt: 8860
No turn before DER.

IDU 1ZD
WHEN TWO RUNWAYS ARE USED FOR INDEPENDENT
DEPARTURE, ATC CLEARANCE IS NEEDED

MIP 1ZD
DEPARTURES
(RWY 34)



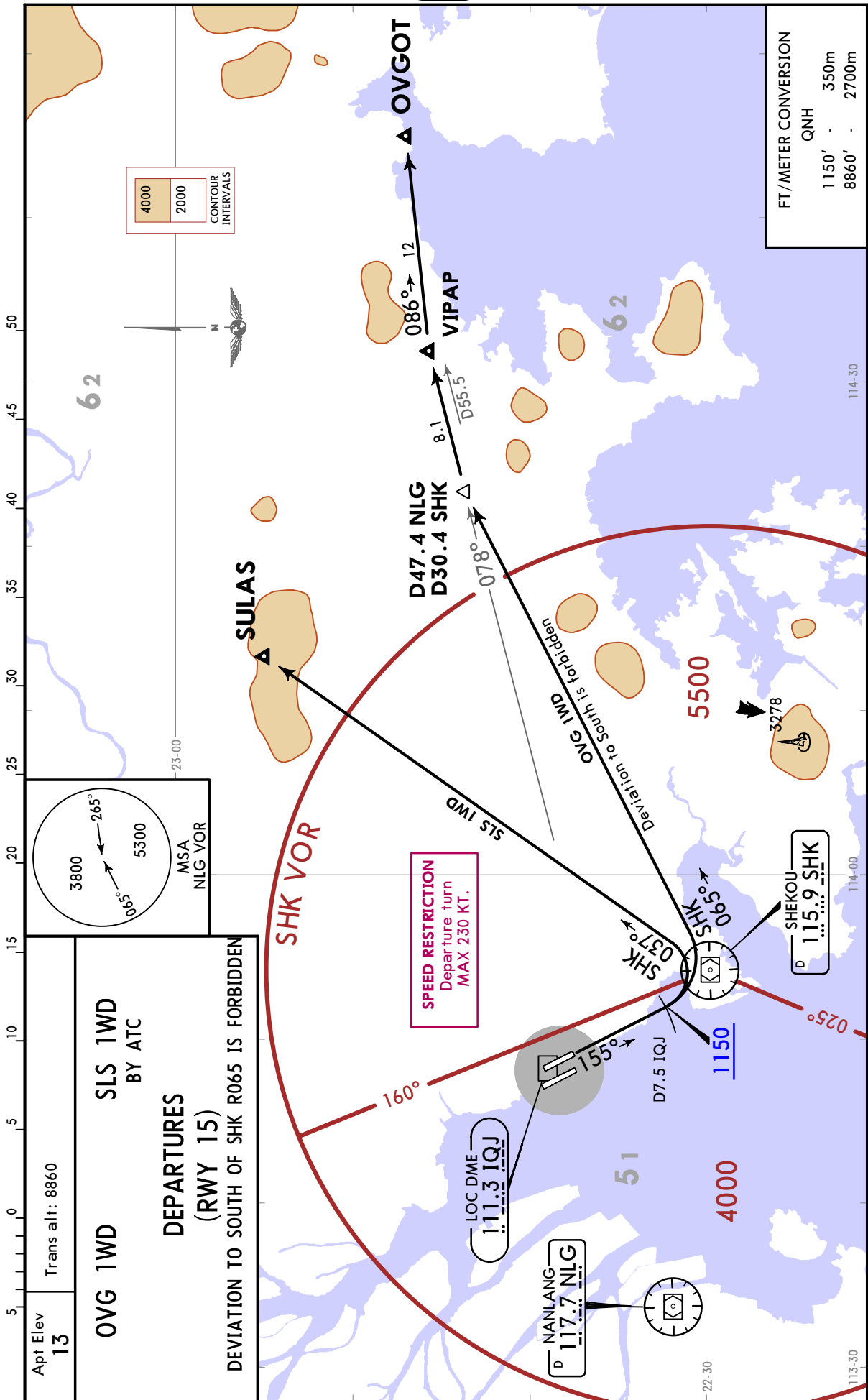
FT/METER CONVERSION	
QNH	
830'	250m
8860'	2700m

ZGSZ/SZX
BAOAN

JEPPesen
17 MAR 23 10-3S

SHENZHEN, PR OF CHINA
Eff 22 Mar 1600Z

SID



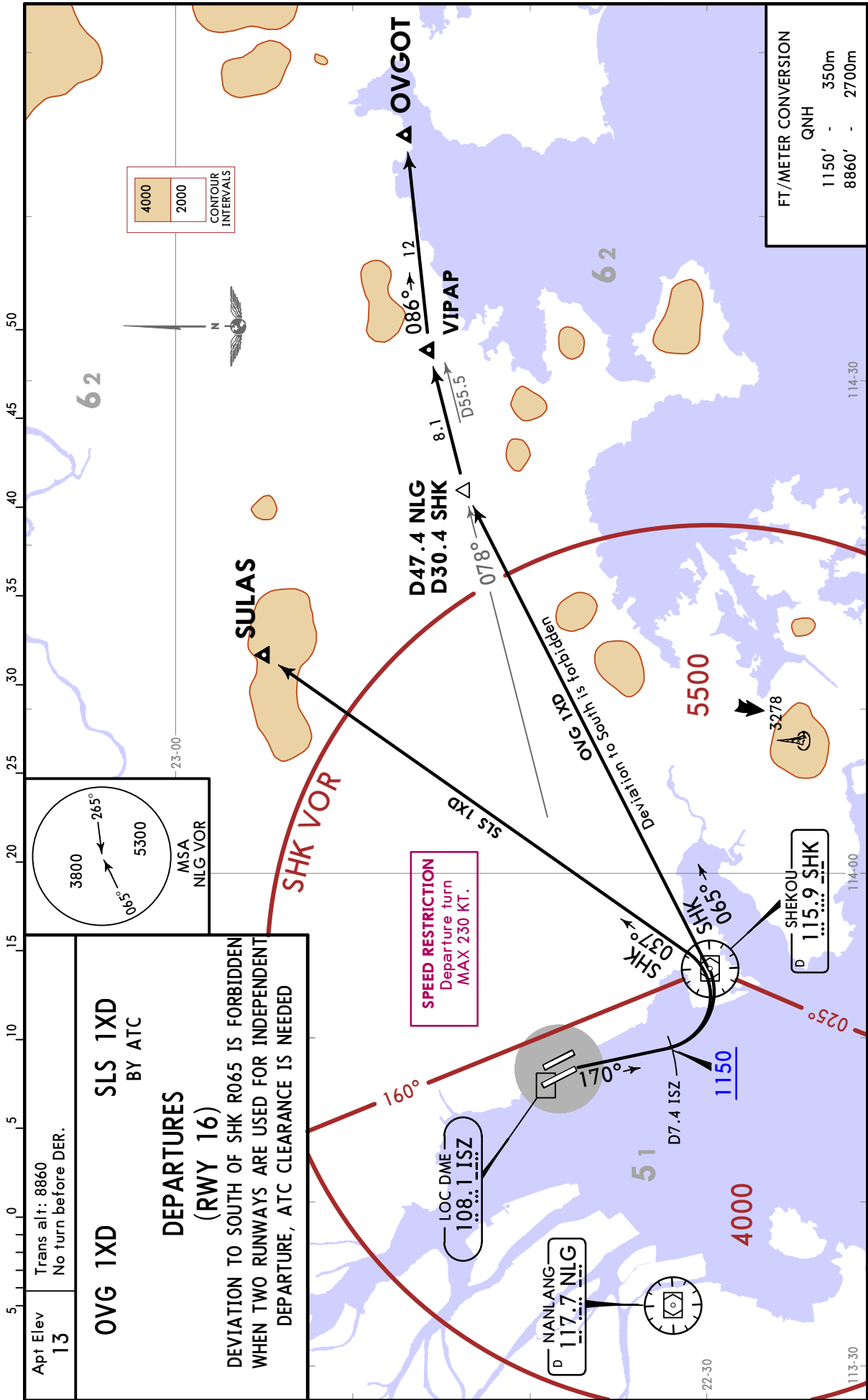
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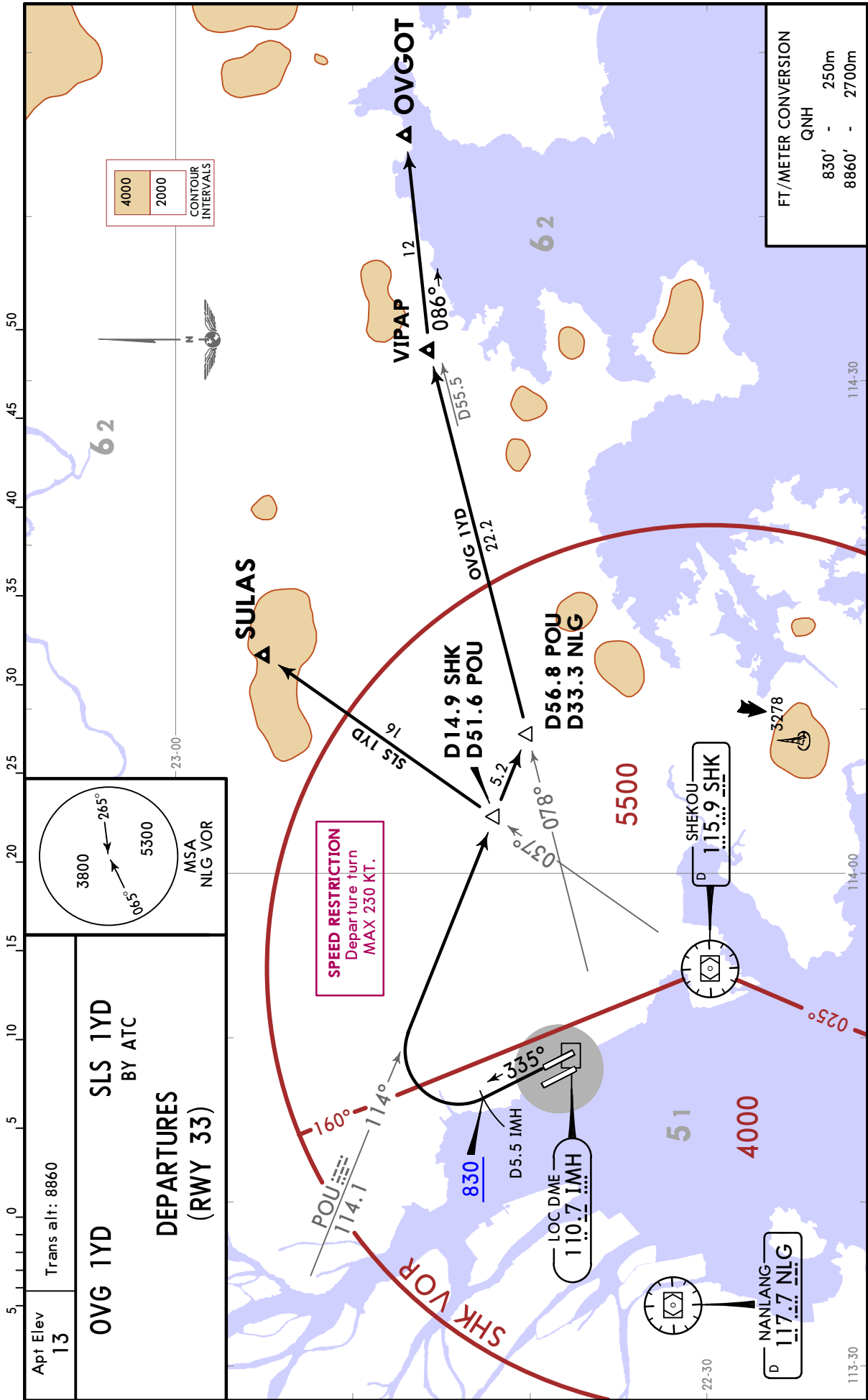
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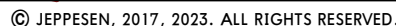
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17 MAR 23 10-3U

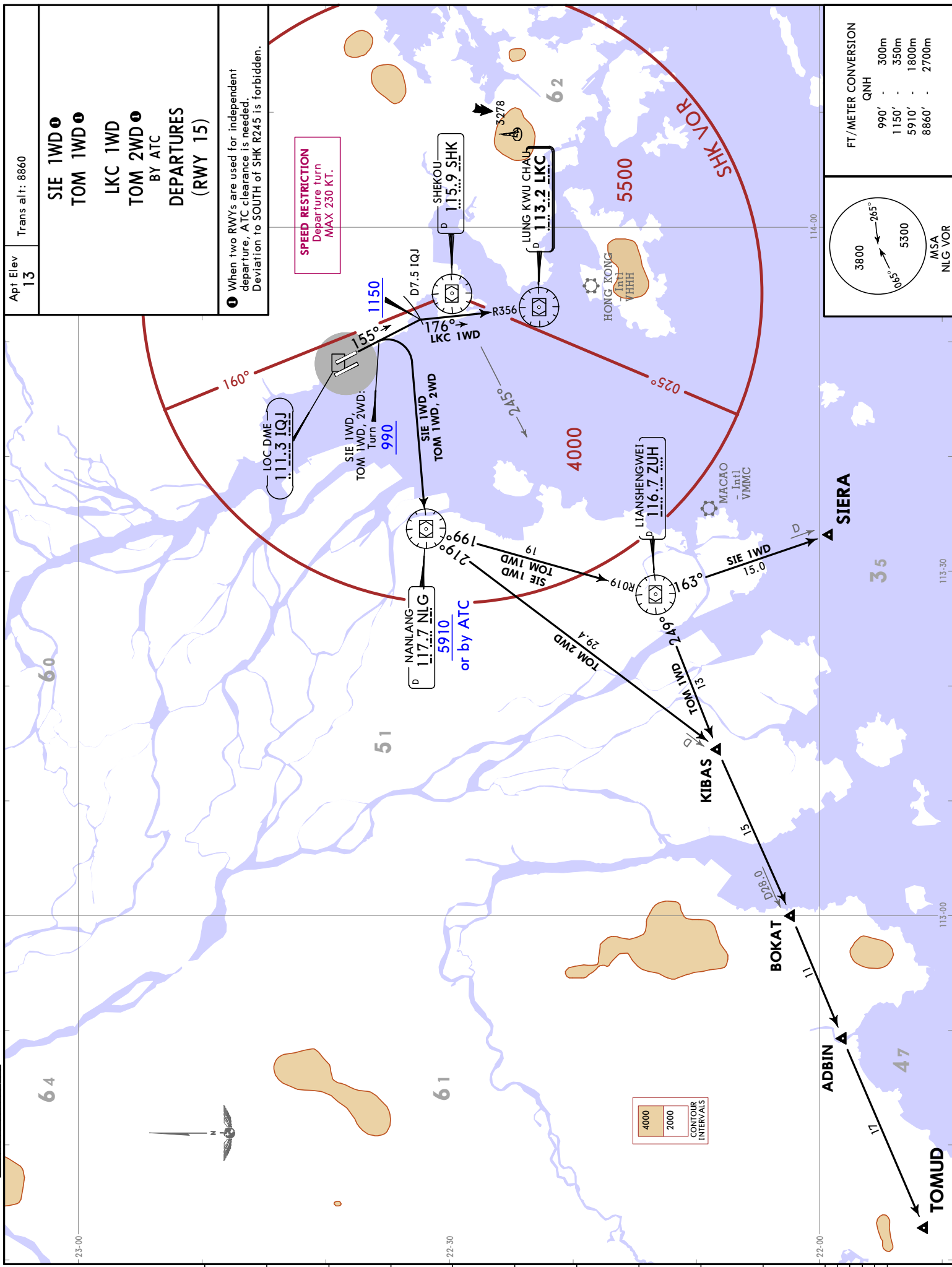
SHENZHEN, PR OF CHINA

Eff 22 Mar 1600Z

SID

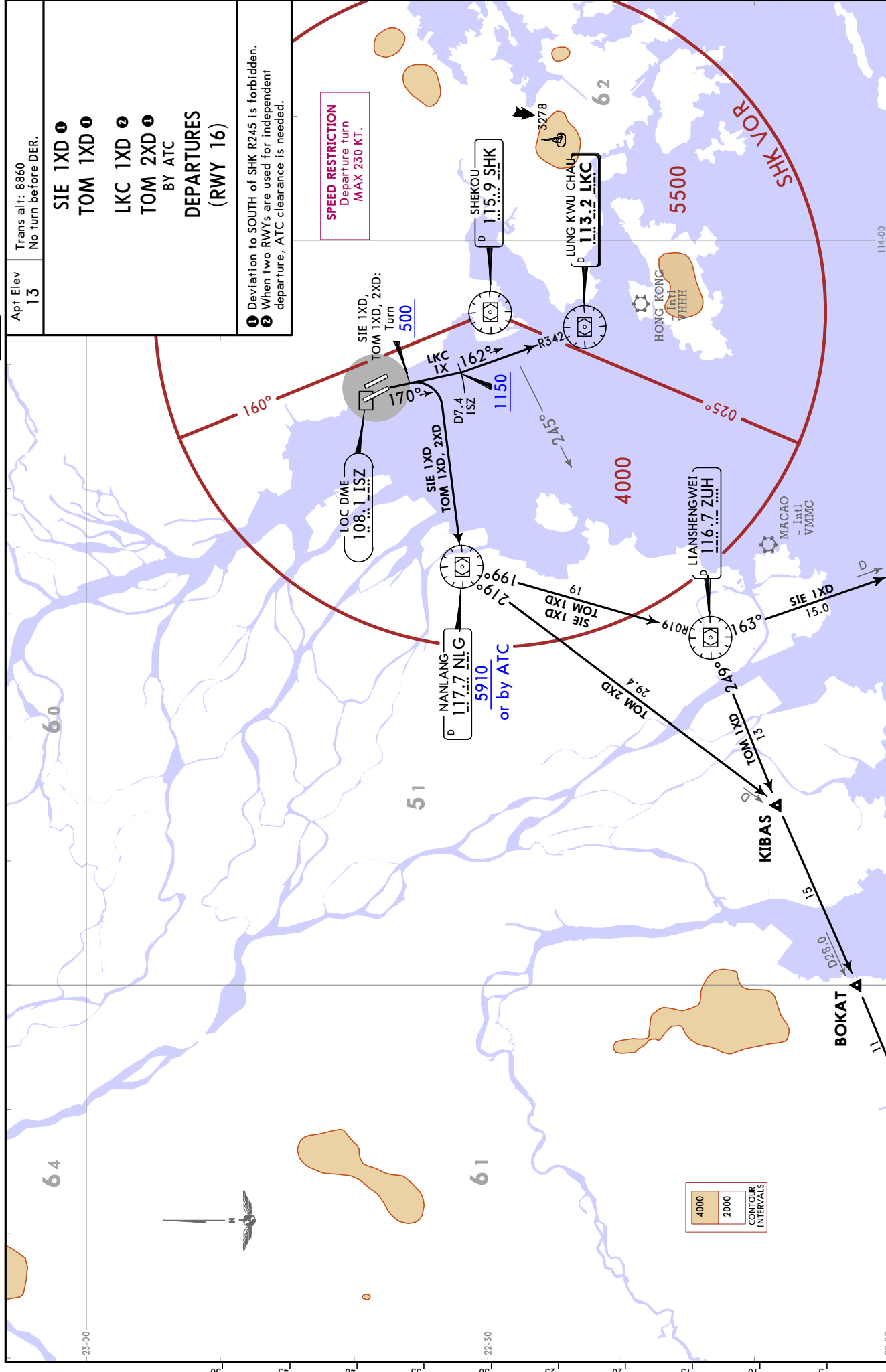






JEPPesen **SHENZHEN, PR OF CHINA** **SID**
17 MAR 23 10-3X Eff 22 Mar 1600Z

ZGSZ/SZX
BAOAN



FT/METER CONVERSION

QNH	500'	150m
1150'	350m	
5910'	1800m	
8860'	2700m	

MSA

3800 265° 5300 065°

SHENZHEN, PR OF CHINA

SID

Trans alt: 8860

Apt Elev
13

SIE 1YD ①

TOM 1YD ①

LKC 1YD

TOM 2YD ①

BY ATC

DEPARTURES
(RWY 33)

① When two RWYs are used
for independent departure,
ATC clearance is needed.

SPEED RESTRICTION
Departure turn
MAX 230 KT.

FT/METER CONVERSION
QNH
500' - 150m
830' - 250m
3940' - 1200m
5910' - 1800m
8860' - 2700m

3800
265°
5300
065°
MSA
NLG VOR

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ZGSZ/SZX

BAOAN

17 MAR 23

Eff 22 Mar 1600Z

10-3X1

4000
2000
CONTOUR
INTERVALS

64

51

61

47

35

62

5500

4000

3278

115.9 SHK

113.2 LKC

116.7 ZUH

117.7 NLG

3940

5910

830

500

215

181

15

19

13

11

17

163

160

025

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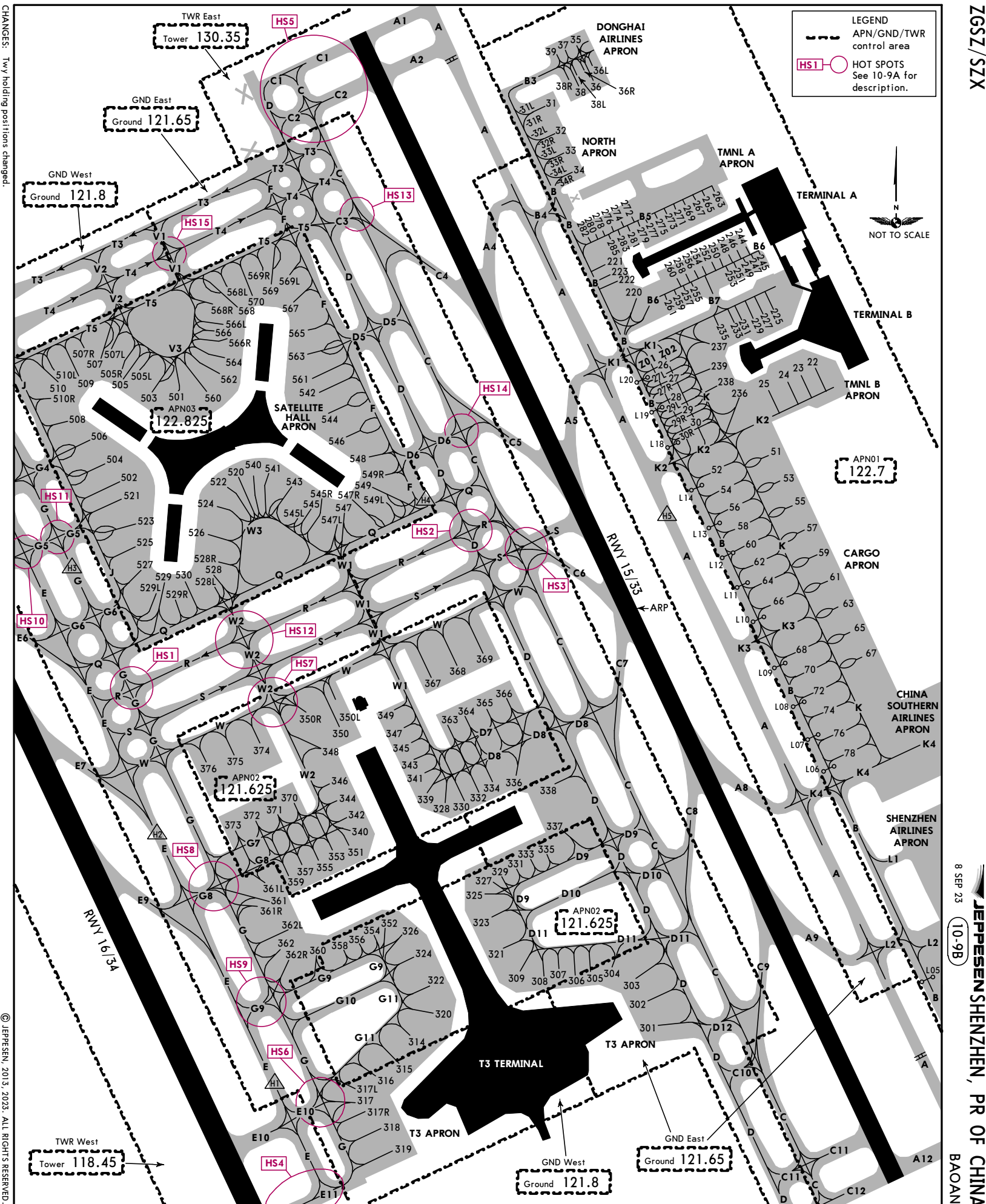
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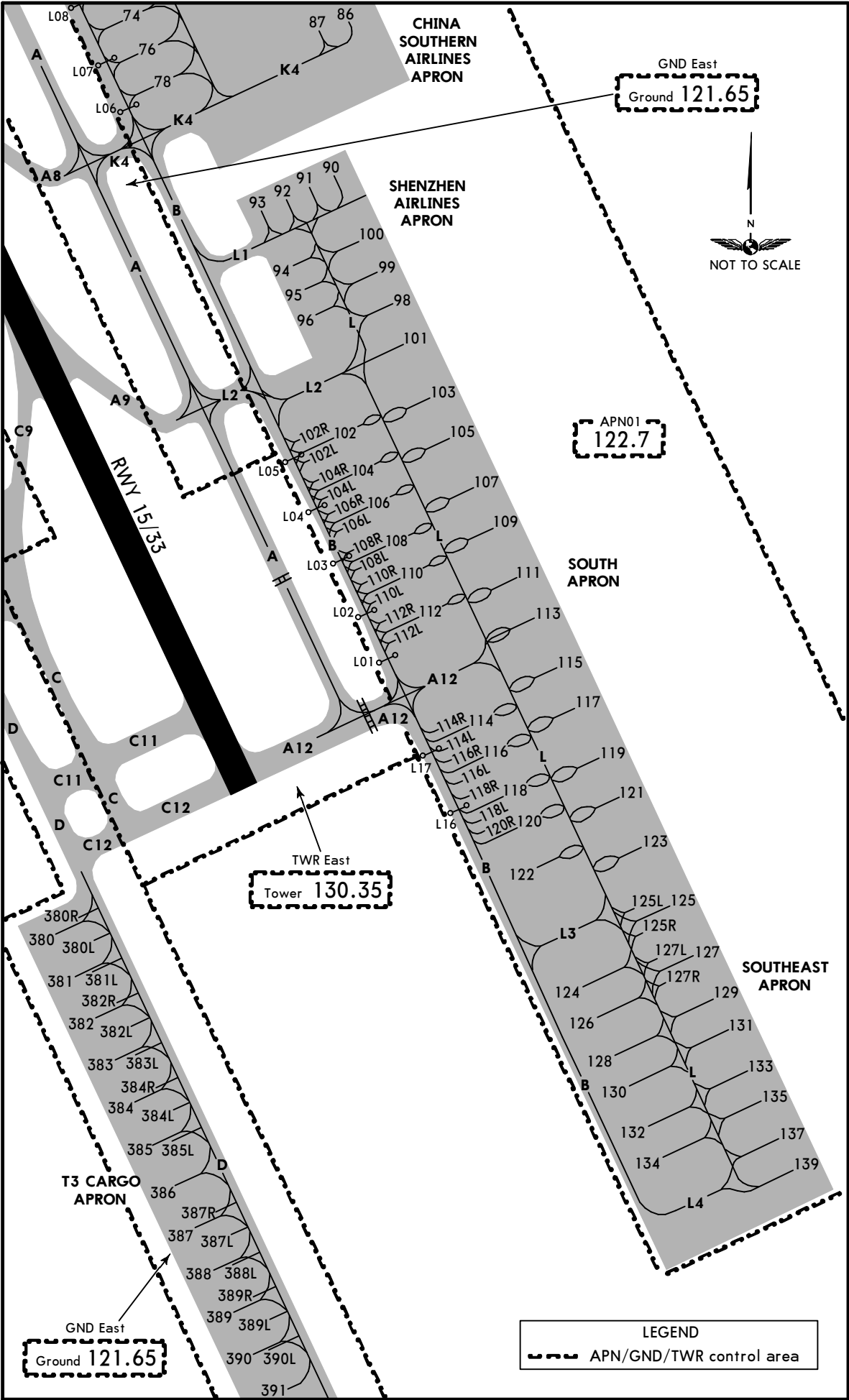
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ZGSZ/SZ

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8 SEP 23 10-9C

SHENZHEN, PR OF CHINA
BAOAN



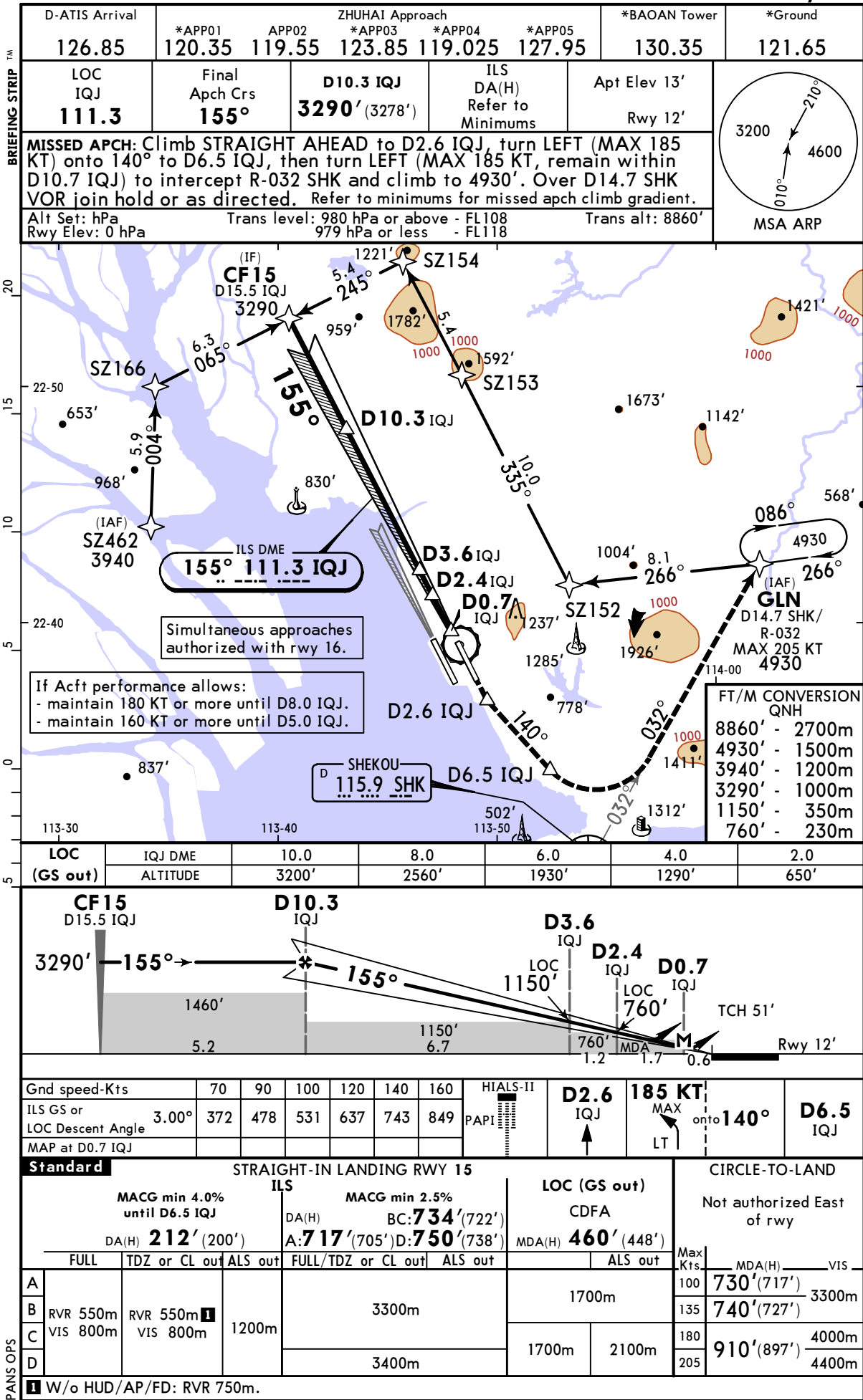
CHANGES: Twy holding position changed.

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ZGSZ/SZX
BAOAN

JEPPesen
23 JUN 23 (11-1)

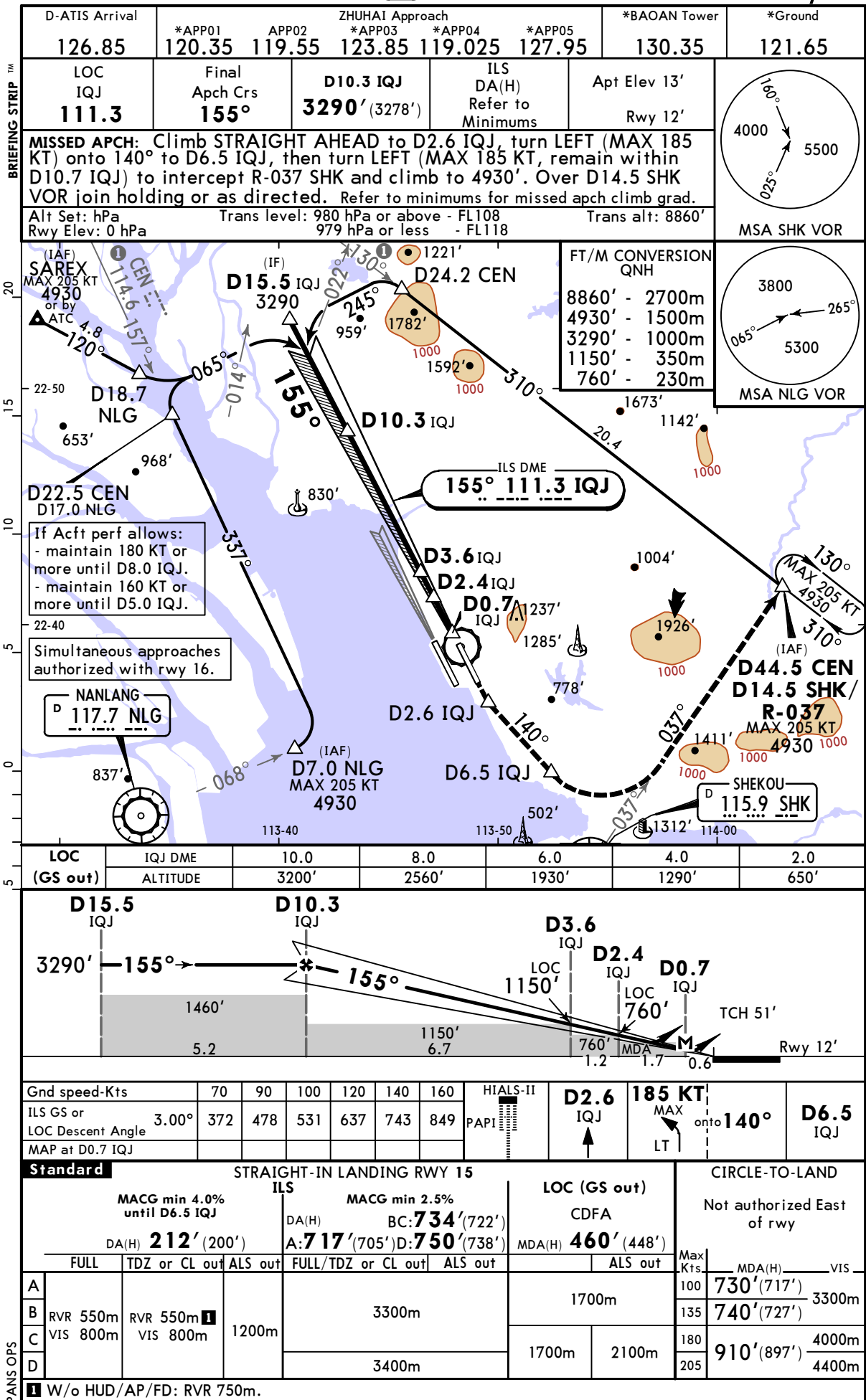
SHENZHEN, PR OF CHINA
RNP ILS DME Z Rwy 15



ZGSZ/SZX
BAOAN

23 JUN 23 (11-2)

JEPPESSEN SHENZHEN, PR OF CHINA
ILS DME Y Rwy 15



ZGSZ/SZX
BAOAN

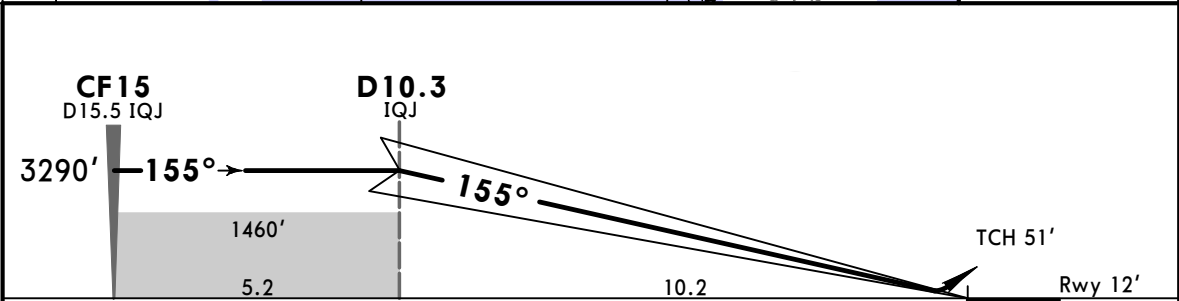
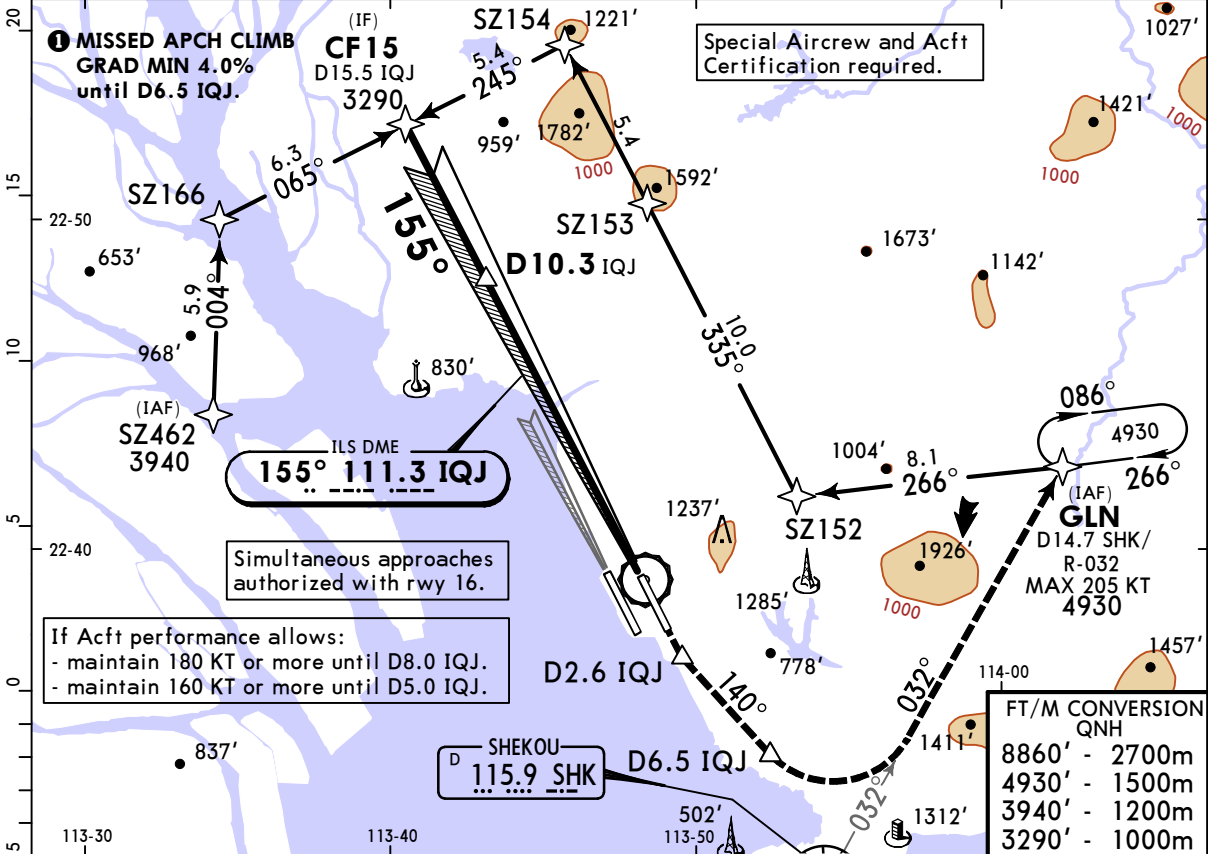
23 JUN 23

11-2A

SA CAT I RNP ILS DME Z Rwy 15

JEPPESSEN SHENZHEN, PR OF CHINA

D-ATIS Arrival		ZHUHAI Approach					*BAOAN Tower	*Ground
126.85	*APP01	APP02	*APP03	*APP04	*APP05	130.35	121.65	
120.35	119.55	123.85	119.025	127.95				
LOC	Final	D10.3 IQJ	SA CAT I ILS	Apt Elev 13'				
IQJ	Apch Crs		RA 157'	Rwy 12'				
111.3	155°	3290' (3278')	DA(H) 162' (150')					
MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IQJ, turn LEFT (MAX 185 KT) onto 140° to D6.5 IQJ, then turn LEFT (MAX 185 KT, remain within D10.7 IQJ) to intercept R-032 SHK and climb to 4930'. Over D14.7 SHK VOR join hold or as directed. Minimum climb of 4.0% (243' /NM) until D6.5 IQJ.								
Alt Set: hPa		Trans level: 980 hPa or above - FL108			Trans alt: 8860'			
Rwy Elev: 0 hPa		979 hPa or less - FL118						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		D2.6	185 KT	MAX LT	onto 140°	D6.5 IQJ
GS	3.00°	372	478	531	637	743	849	PAPI	↑				

Standard STRAIGHT-IN LANDING RWY 15
SA CAT I ILS I
RA 157'
DA(H) 162' (150')

RVR 450m

HUD required.

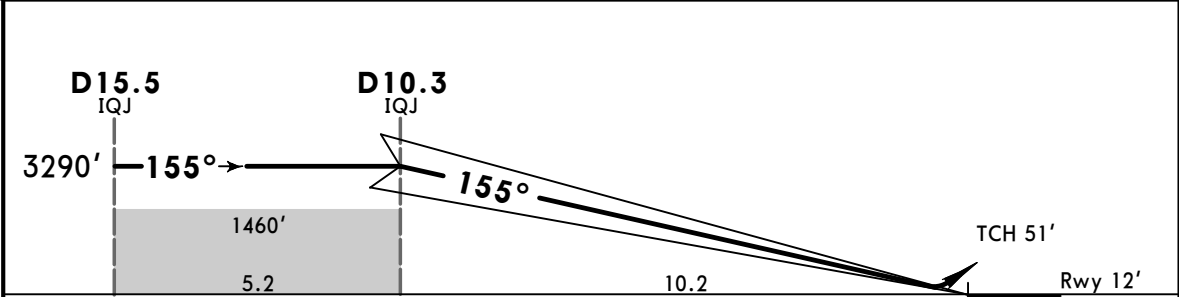
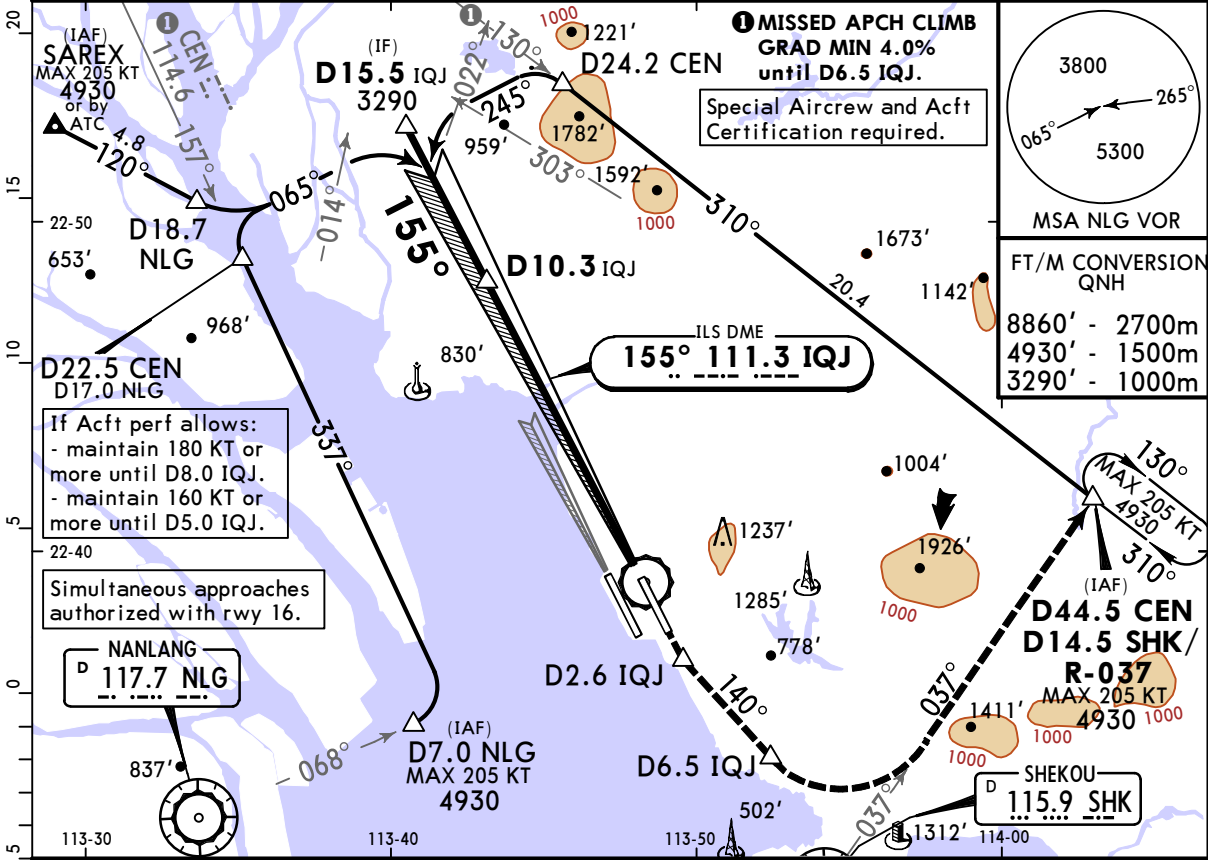
ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
23 JUN 23 **(11-2B)** **SA CAT I ILS DME Y Rwy 15**

D-ATIS Arrival	ZHUHAI Approach					*BAOAN Tower	*Ground
126.85	*APP01 120.35	APP02 119.55	*APP03 123.85	*APP04 119.025	*APP05 127.95	130.35	121.65
LOC IQJ 111.3	Final Apch Crs 155°	D10.3 IQJ 3290' (3278')		SA CAT I ILS RA 157' DA(H) 162' (150')		Apt Elev 13' Rwy 12'	

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 IQJ, turn LEFT (MAX 185 KT) onto 140° to D6.5 IQJ, then turn LEFT (MAX 185 KT, remain within D10.7 IQJ) to intercept R-037 SHK and climb to 4930'. Over D14.5 SHK VOR join holding or as directed. Missed approach requires a minimum climb of 4.0% (243'/NM until D6.5 IQJ).

Alt Set: hPa Trans level: 980 hPa or above - FL108 Trans alt: 8860'
Rwy Elev: 0 hPa 979 hPa or less - FL118



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		D2.6	185 KT	MAX LT	onto 140°	D6.5 IQJ
Gs	3.00°	372	478	531	637	743	849	PAPI	↑	↑			

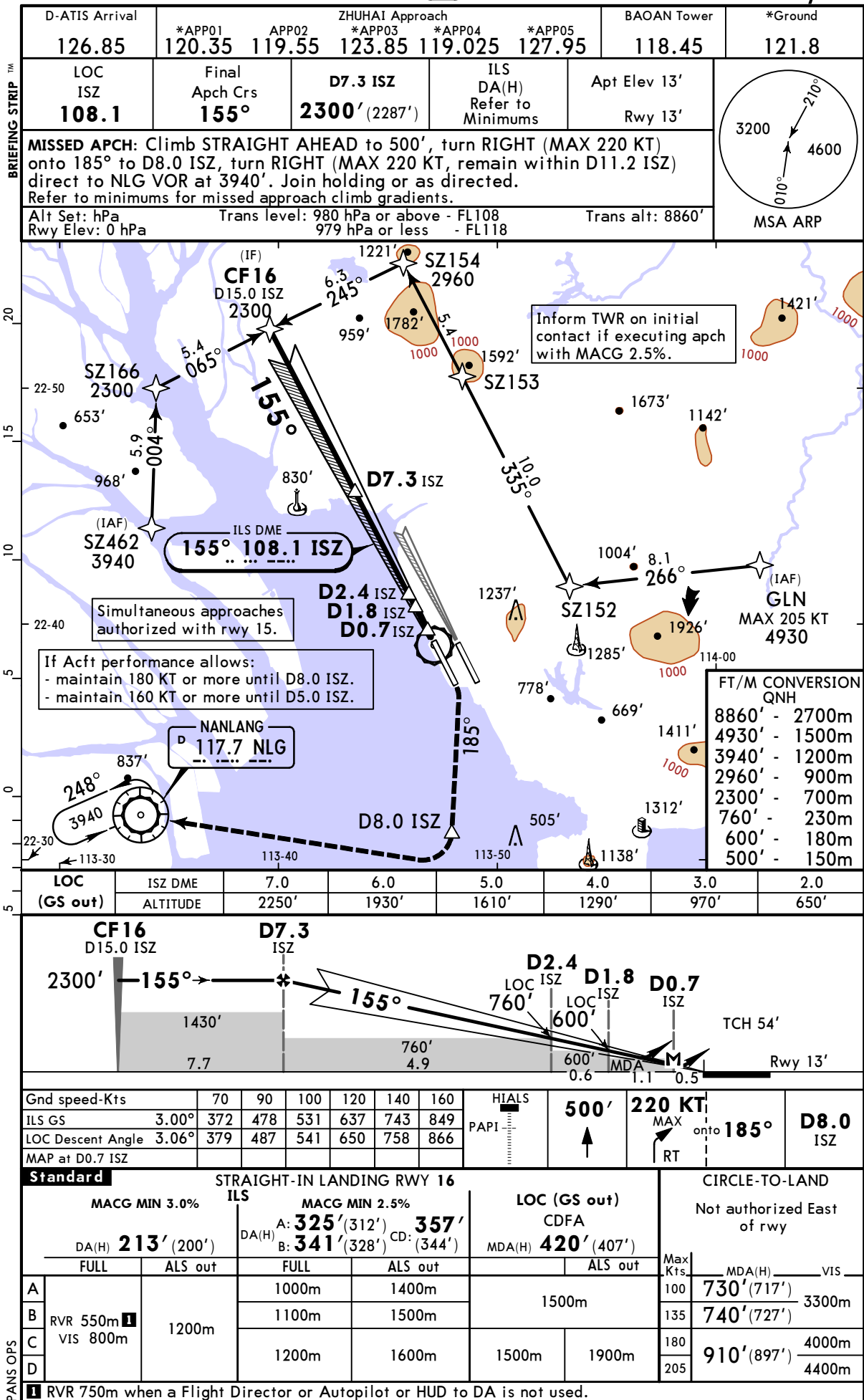
Standard STRAIGHT-IN LANDING RWY 15
SA CAT I ILS
RA 157'
DA(H) 162' (150')

RVR 450m
HUD required.

ZGSZ/SZX
BAOAN

JEPPESSEN
23 JUN 23 (11-3)

SHENZHEN, PR OF CHINA
RNP ILS DME Z Rwy 16

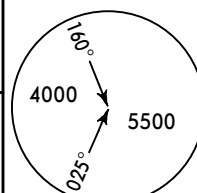


SHENZHEN, PR OF CHINA
ILS DME Y Rwy 16

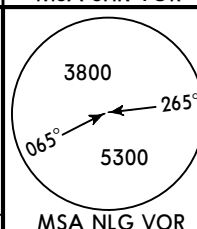
D-ATIS Arrival	ZHUHAI Approach					BAOAN Tower	*Ground
126.85	*APP01 120.35	APP02 119.55	*APP03 123.85	*APP04 119.025	*APP05 127.95	118.45	121.8
LOC ISZ 108.1	Final Apch Crs 155°	D7.3 ISZ 2300' (2287')	ILS DA(H) Refer to Minimums	Apt Elev 13' Rwy 13'			

MISSED APCH: Climb STRAIGHT AHEAD to 500', turn RIGHT (MAX 220 KT) onto 185° to D8.0 ISZ, turn RIGHT (MAX 220 KT, remain within D11.2 ISZ) direct to NLG VOR at 3940'. Join holding or as directed.
Refer to minimums for missed approach climb gradients.

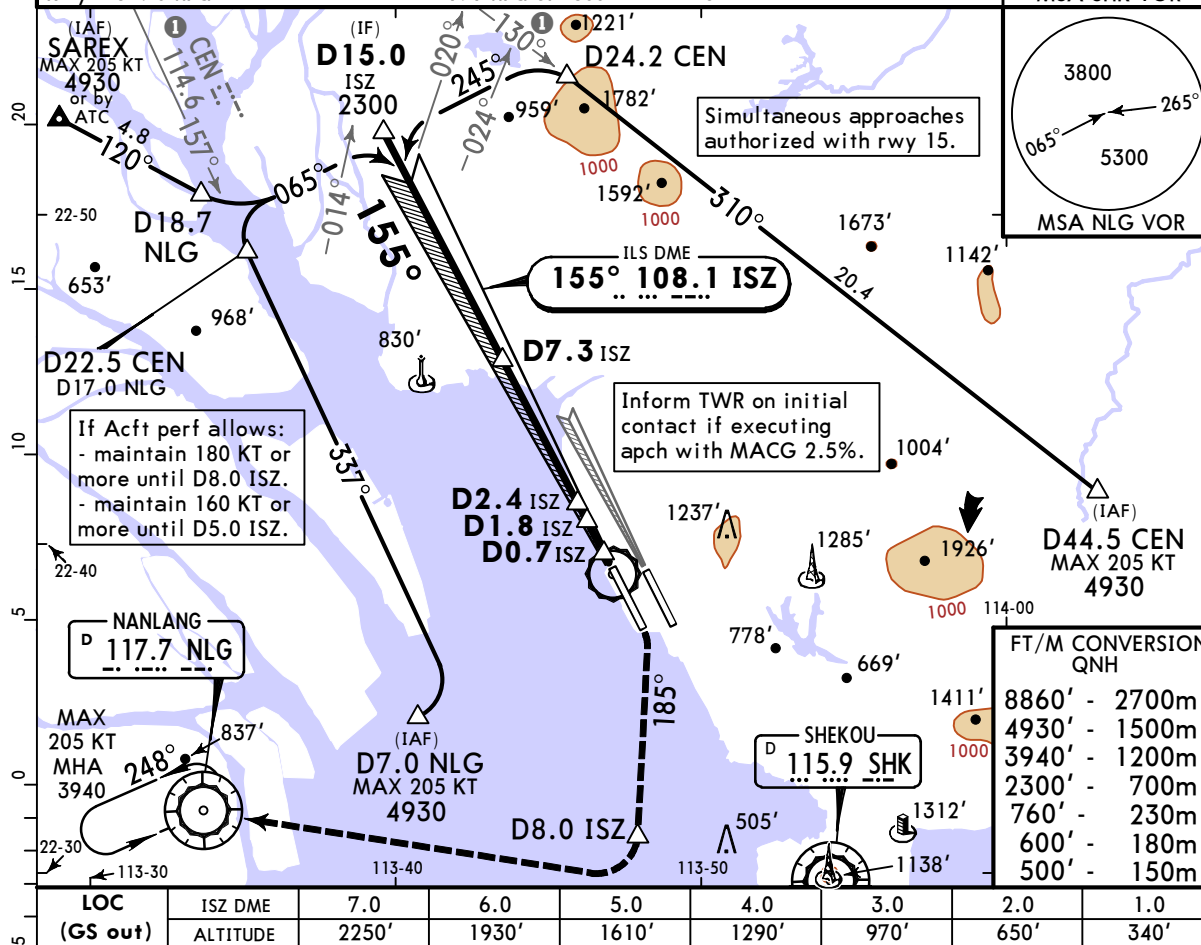
Alt Set: hPa	Trans level: 980 hPa or above - FL108	Trans alt: 8860
Rwy Elev: 0 hPa	979 hPa or less - FL118	



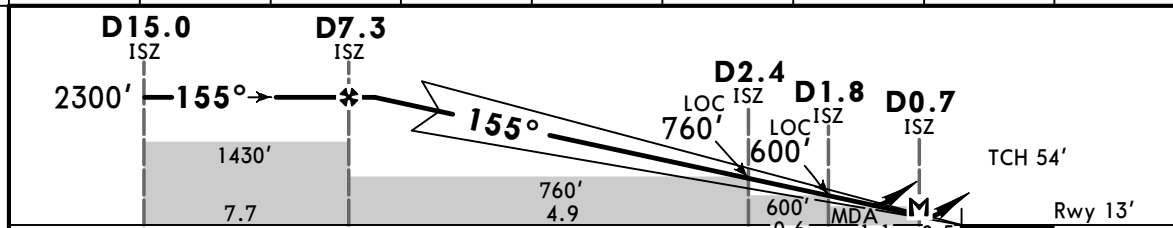
MSA SHK VOR



MSA NLG VOR



FT/M CONVERSION QNH	
8860'	- 2700m
4930'	- 1500m
3940'	- 1200m
2300'	- 700m
760'	- 230m
600'	- 180m
500'	- 150m

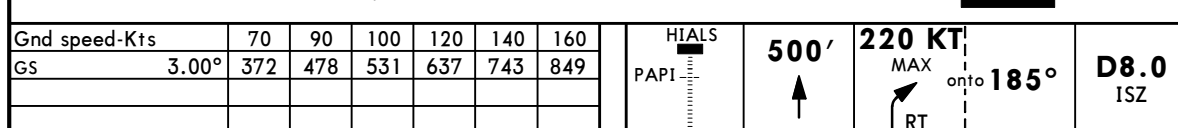
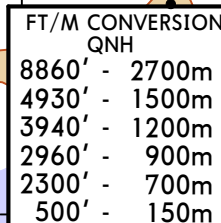


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	0.6	1.1	0.5	500' 220 KT MAX RT onto 185°	D8.0 ISZ
ILS GS 3.00°	372	478	531	637	743	849						
LOC Descent Angle 3.06°	379	487	541	650	758	866						
MAP at D0.7 ISZ												

Standard		STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND	
MACG MIN 3.0%		ILS		MACG MIN 2.5%		LOC (GS out)		Not authorized East of rwy	
DA(H) 213' (200')		DA(H) A: 325' (312') B: 341' (328') CD: (344')		CDFA		MDA(H) 420' (407')			
FULL		ALS out		FULL		ALS out		Max Kts	
A	RVR 550m I VIS 800m	1200m	1000m	1400m	1500m		100	730' (717')	3300m
B			1100m	1500m	135	740' (727')			
C			1200m	1600m	1500m	1900m	180	910' (897')	4000m
D							205	4400m	

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

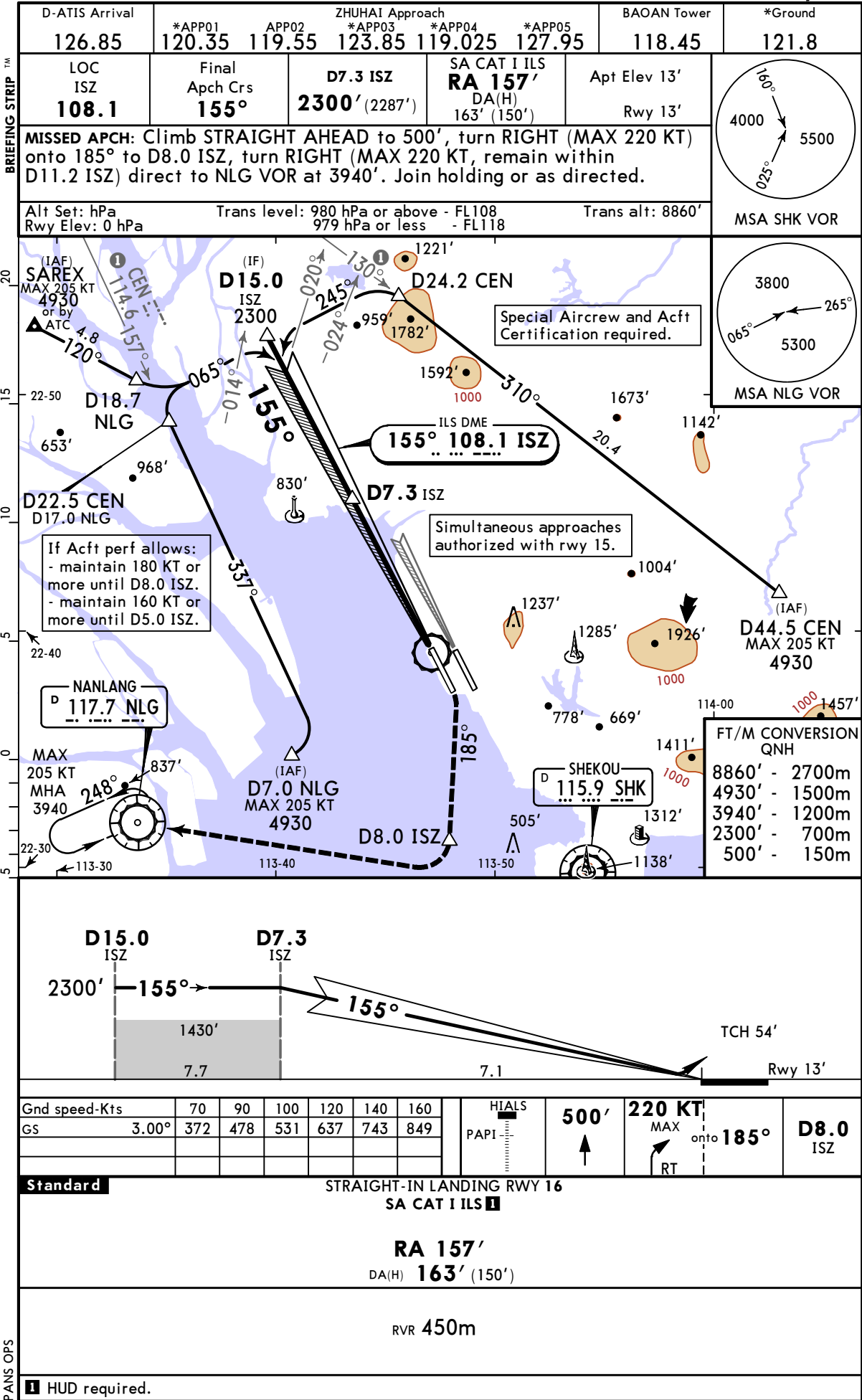
PANS OPS



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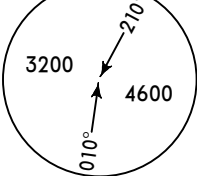
ZGSZ/SZX
BAOAN

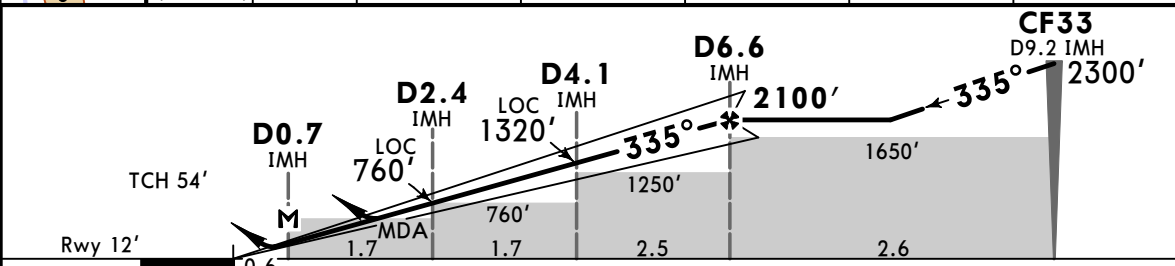
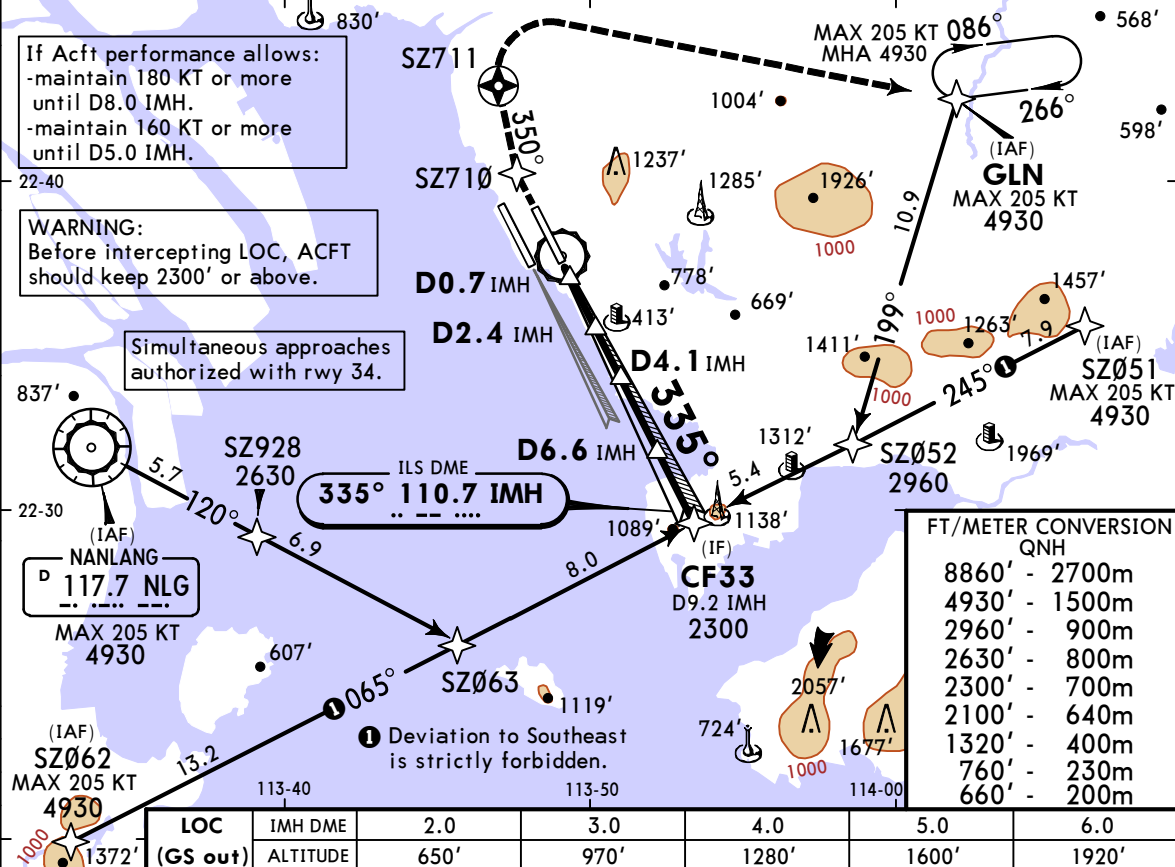
JEPPESSEN SHENZHEN, PR OF CHINA
23 JUN 23 (11-4B) SA CAT I ILS DME Y Rwy 16



ZGSZ/SZX
BAOAN

 JEPPESSEN SHENZHEN, PR OF CHINA
23 JUN 23 **(11-5)** RNP ILS DME Z Rwy 33

D-ATIS Arrival	ZHUHAI Approach					*BAOAN Tower	*Ground
126.85	*APP01 120.35	APP02 119.55	*APP03 123.85	*APP04 119.025	*APP05 127.95	130.35	121.65
LOC IMH 110.7	Final Apch Crs 335°	D6.6 IMH 2100' (2088')	ILS DA(H) Refer to Minimums	Apt Elev 13' Rwy 12'		 MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to SZ710, at 660' or above turn RIGHT (MAX 185 KT) along 350° to SZ711 at 1320' or above, then turn RIGHT (MAX 185 KT) to GLN at 4930'. Over GLN join holding or as directed. Refer to minimums for missed apch climb gradient.							
Alt Set: hPa		Trans level: 980 hPa or above - FL108		Trans alt: 8860'			
Rwy Elev: 0 hPa		979 hPa or less - FL118					



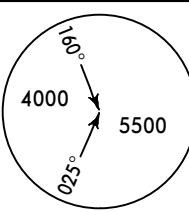
0.6													
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	SZ710 ↑	185 KT MAX onto RT 350°	SZ711			
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743					849		
MAP at D0.7 IMH													

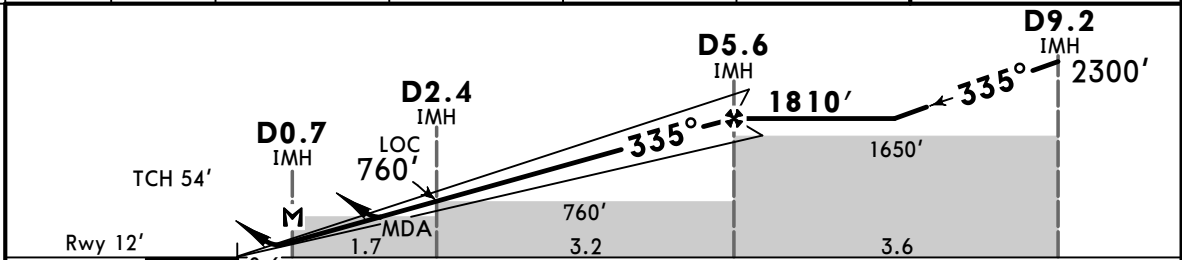
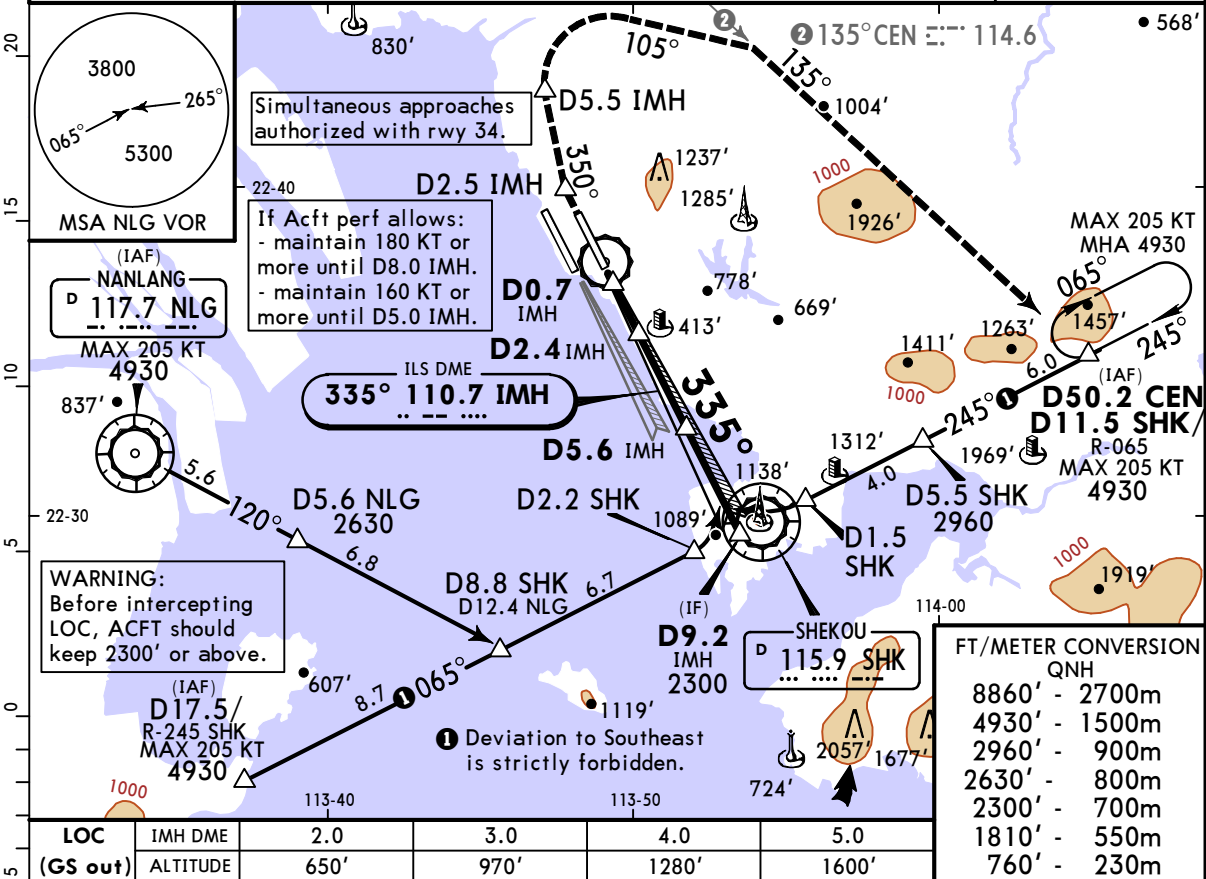
Standard		STRAIGHT-IN LANDING RWY 33						LOC (GS out)		CIRCLE-TO-LAND	
MACG MIN 4.0% (243'/(NM)) until SZ711				ILS MACG MIN 2.5% (152'/(NM))		CDFA		Not authorized East of rwy			
DA(H) 212' (200')				DA(H) BC: 488' (476') A: 471' (459') D: 504' (492')		MDA(H) 630' (618')					
FULL		TDZ or CL out		ALS out		FULL/TDZ or CL out		ALS out		Max Kts	MDA(H) _____ VIS _____
A				1800m		2700m		100	730' (717')	3300m	
B	RVR 550m	RVR 550m I	1200m	1900m				135	740' (727')		
C	VIS 800m	VIS 800m		1900m	2200m			180	910' (897')		4000m
D				2000m	2300m			205			4400m

ZGSZ/SZX
BAOAN

23 JUN 23 (11-6)

SHENZHEN, PR OF CHINA
ILS DME Y Rwy 33

BRIEFING STRIP™	D-ATIS Arrival	ZHUHAI Approach					*BAOAN Tower	*Ground
	126.85	*APP01	APP02	*APP03	*APP04	*APP05	130.35	121.65
	LOC IMH 110.7	Final Apch Crs 335°	D5.6 IMH 1810' (1798')	ILS DA(H) Refer to Minimums	Apt Elev 13' Rwy 12'			
	MISSED APCH: Climb STRAIGHT AHEAD to D2.5 IMH, turn RIGHT (MAX 185 KT) onto 350° to D5.5 IMH, then turn RIGHT (MAX 185 KT) along track 105° to intercept R-135 CEN climbing to 4930'. Join holding at D50.2 CEN/ D11.5 SHK or as directed. Refer to minimums for missed apch climb gradient.							
	Alt Set: hPa		Trans level: 980 hPa or above - FL108		Trans alt: 8860'			
	Rwy Elev: 0 hPa		979 hPa or less - FL118		MSA SHK VOR			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	D2.5 IMH	185 KT	D5.5 IMH
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	↑	MAX onto 350°	↑
MAP D0.7 IMH								RT		

STRAIGHT-IN LANDING RWY 33									
MACG MIN 4.0% (243'/NM) until D5.5 IMH			MACG MIN 2.5% (152'/NM)			LOC (GS out) CDFA		CIRCLE-TO-LAND	
DA(H) 212' (200')			DA(H) BC: 488' (476') A: 471' (459') D: 504' (492')			MDA(H) 630' (618')		Not authorized East of rwy	
FULL	TDZ or CL out	ALS out	FULL/TDZ or CL out	ALS out		ALS out		Max Kts	MDA(H) VIS
A			1800m					100	730' (717') 3300m
B	RVR 550m	RVR 550m	1900m					135	740' (727') 3300m
C	VIS 800m	VIS 800m	1900m	2200m				180	910' (897') 4000m
D			2000m	2300m				205	4400m

W/o HUD/AP/FD: RVR 750m.

CHANGES: None.

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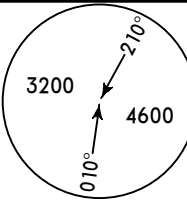
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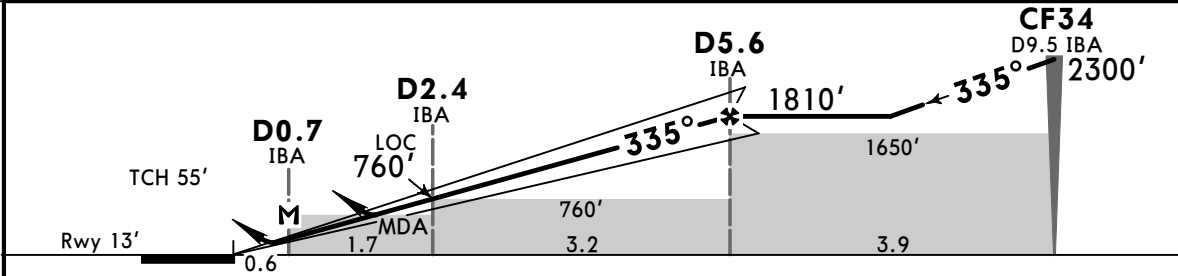
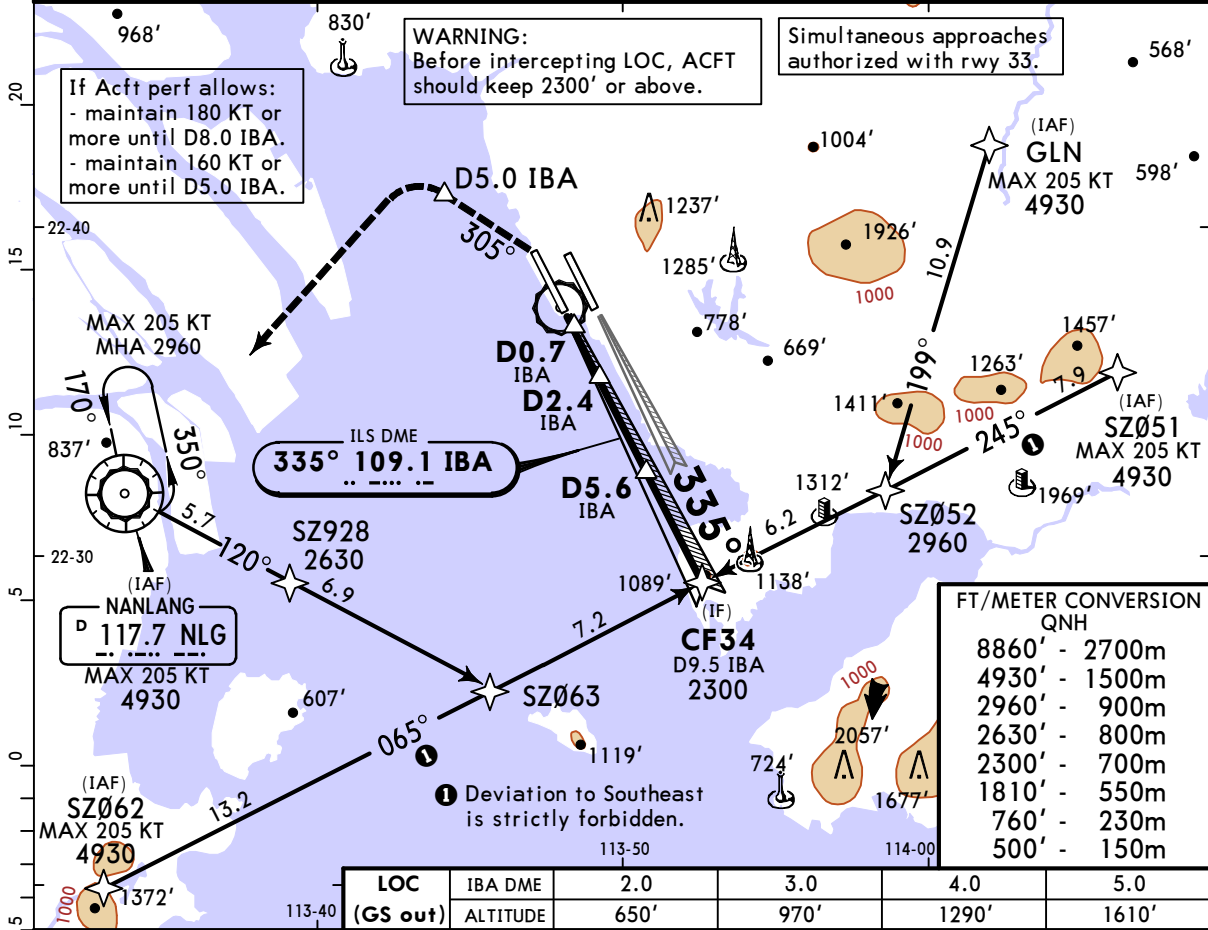
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ZGSZ/SZX
BAOAN

23 JUN 23 (11-7)

SHENZHEN, PR OF CHINA
RNP ILS DME Z Rwy 34

D-ATIS Arrival	ZHUHAI Approach					BAOAN Tower	*Ground
126.85	*APP01	APP02	*APP03	*APP04	*APP05	118.45	121.8
LOC IBA 109.1	Final Apch Crs 335°	D5.6 IBA 1810' (1797')	ILS DA(H) 213' (200')	Apt Elev 13' Rwy 13'			
MISSED APCH: Climb STRAIGHT AHEAD to 500', turn LEFT (MAX 220 KT) onto 305° to D5.0 IBA, turn LEFT (MAX 220 KT) direct to NLG VOR at 2960'. Join holding or as directed.							
Alt Set: hPa		Trans level: 980 hPa or above - FL108		Trans alt: 8860'			
Rwy Elev: 0 hPa		979 hPa or less - FL118				MSA ARP	



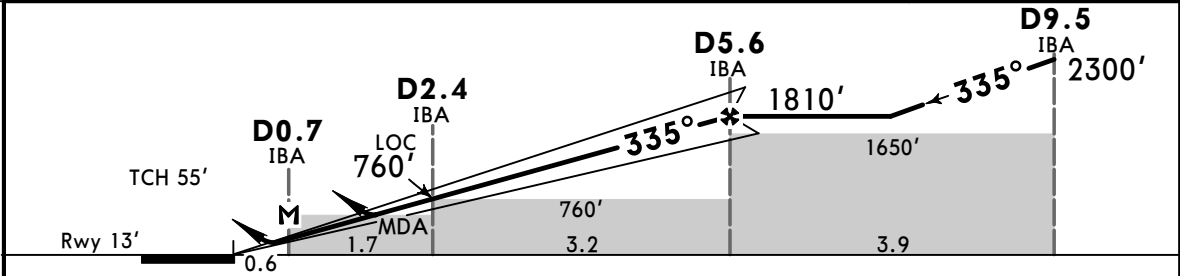
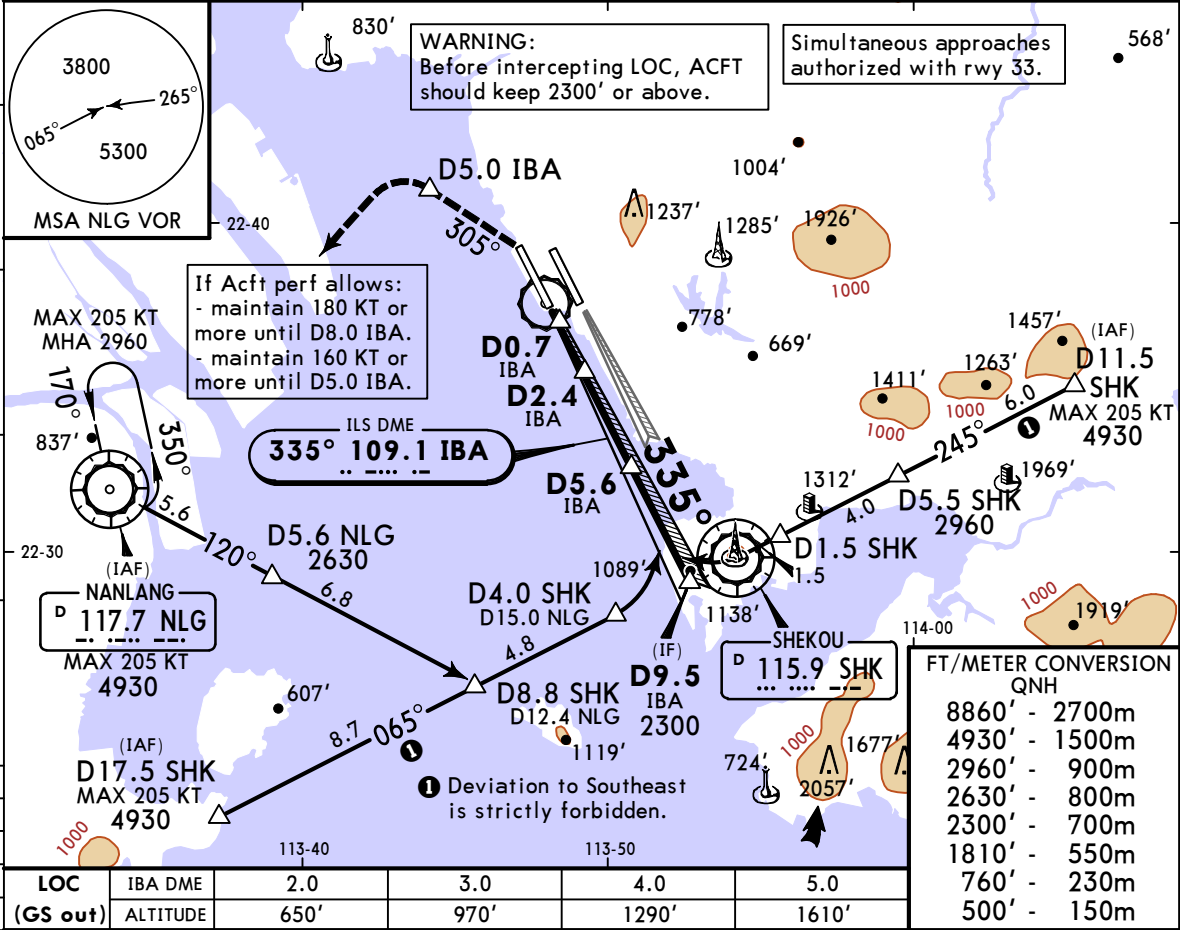
Gnd speed-Kts		70	90	100	120	140	160	HIALS PAPI	500' ↑	220 KT MAX LT	onto 305°	D5.0 IBA			
ILS GS or LOC Descent Angle 3.00°		372	478	531	637	743	849								
MAP at D0.7 IBA															
Standard															
STRAIGHT-IN LANDING RWY 34									CIRCLE-TO-LAND						
ILS					LOC (GS out) CDFA				Not authorized East of rwy						
DA(H) 213' (200')					MDA(H) 420' (407')										
FULL			ALS out					ALS out		Max Kts	MDA(H) VIS				
A	RVR 550m 1 VIS 800m		1200m		1500m			100	730' (717')		3300m				
135								740' (727')							
C					1500m			1900m			180	910' (897')		4000m	
D														205	
1 W/o HUD/AP/FD: RVR 750m.															

ZGSZ/SZX
BAOAN

23 JUN 23 (11-8)

SHENZHEN, PR OF CHINA
ILS DME Y Rwy 34

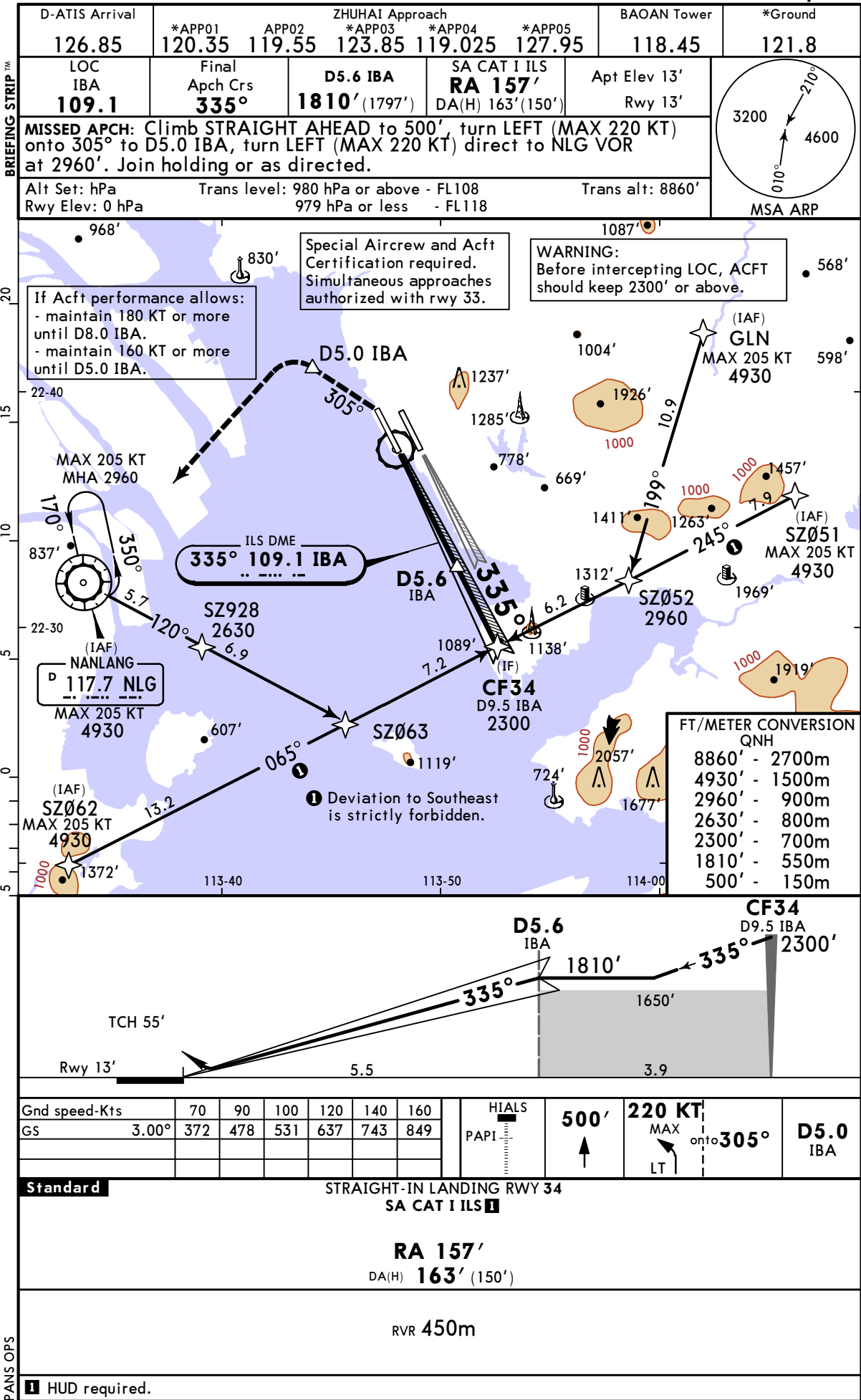
D-ATIS Arrival	ZHUHAI Approach					BAOAN Tower	*Ground
126.85	*APP01	APP02	*APP03	*APP04	*APP05	118.45	121.8
LOC IBA 109.1	Final Apch Crs 335°	D5.6 IBA 1810' (1797')		ILS DA(H) 213'(200')		Apt Elev 13' Rwy 13'	 MSA SHK VOR
MISSED APCH: Climb STRAIGHT AHEAD to 500', turn LEFT (MAX 220 KT) onto 305° to D5.0 IBA, turn LEFT (MAX 220 KT) direct to NLG VOR at 2960'. Join holding or as directed.							
Alt Set: hPa Trans level: 980 hPa or above - FL108 Trans alt: 8860'							
Rwy Elev: 0 hPa 979 hPa or less - FL118							



Gnd speed-Kts		70	90	100	120	140	160	HIALS PAPI	500' ↑	220 KT MAX LT	onto 305°	D5.0 IBA	
ILS GS or LOC Descent Angle 3.00°		372	478	531	637	743	849						
MAP at D0.7 IBA													
Standard													
STRAIGHT-IN LANDING RWY 34								CIRCLE-TO-LAND					
ILS				LOC (GS out) CDFA				Not authorized East of rwy					
DA(H) 213' (200')				MDA(H) 420' (407')									
FULL				ALS out		ALS out		Max Kts	MDA(H)		VIS		
A	RVR 550m 1 VIS 800m		1200m		1500m		100	730' (717')		3300m			
135							740' (727')						
C					1500m		1900m		180	910' (897')		4000m	
D									205	4400m			
1 W/o HUD/AP/FD: RVR 750m.													

ZGSZ/SZX
BAOAN

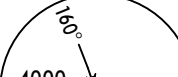
23 JUN 23 **11-8A** SA CAT I RNP ILS DME Z Rwy 34

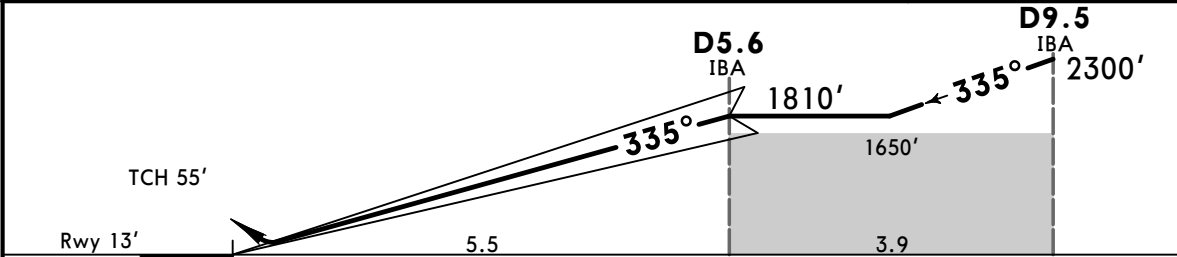
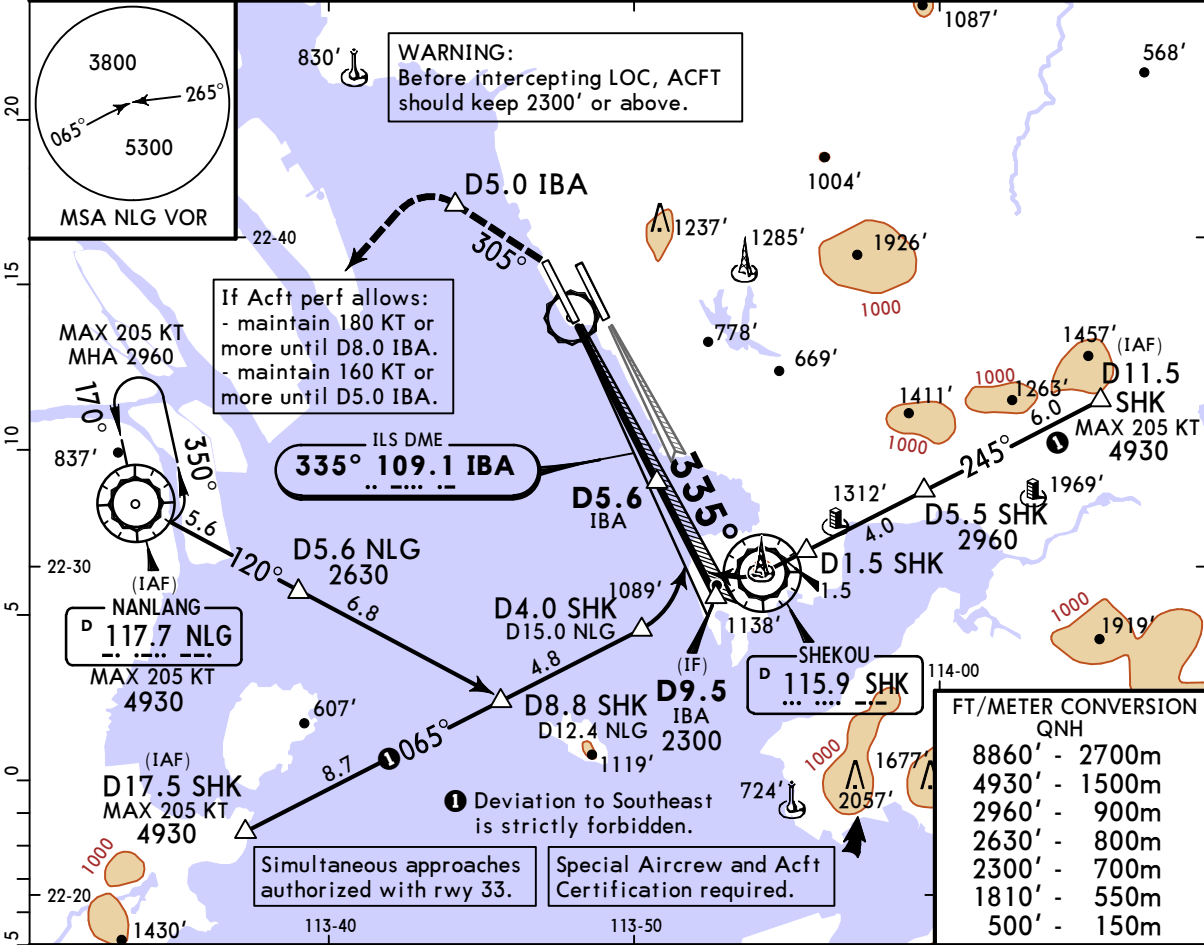


ZGSZ/SZX
BAOAN

23 JUN 23 (11-8B)

SA CAT I ILS DME Y Rwy 34

D-ATIS Arrival	ZHUHAI Approach					BAOAN Tower	*Ground
126.85	*APP01	APP02	*APP03	*APP04	*APP05	118.45	121.8
LOC IBA	Final Apch Crs	D5.6 IBA		SA CAT I ILS		Apt Elev 13'	
109.1	335°	1810' (1797')		RA 157'		Rwy 13'	
MISSED APCH: Climb STRAIGHT AHEAD to 500', turn LEFT (MAX 220 KT) onto 305° to D5.0 IBA, turn LEFT (MAX 220 KT) direct to NLG VOR at 2960'. Join holding or as directed.							
Alt Set: hPa		Trans level: 980 hPa or above - FL108			Trans alt: 8860'		
Rwy Elev: 0 hPa		979 hPa or less - FL118			MSA SHK VOR		



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	500'	220 KT MAX LT	onto 305°	D5.0 IBA
GS	3.00°	372	478	531	637	743					

Standard

STRAIGHT-IN LANDING RWY 34
SA CAT I ILS

RA 157'
DA(H) 163' (150')

RVR 450m

HUD required.

CHANGES: None.

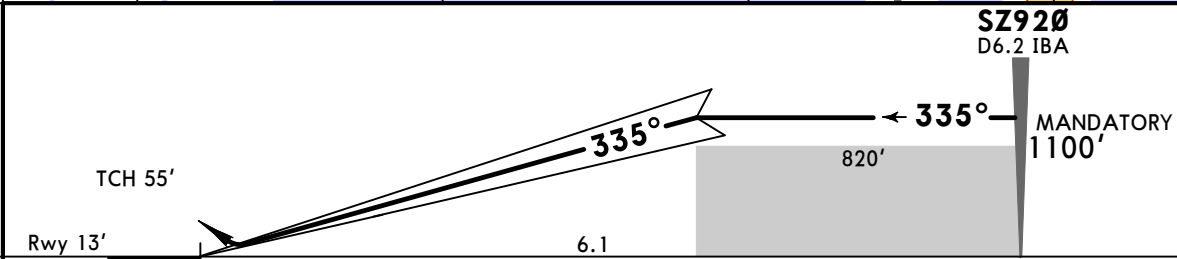
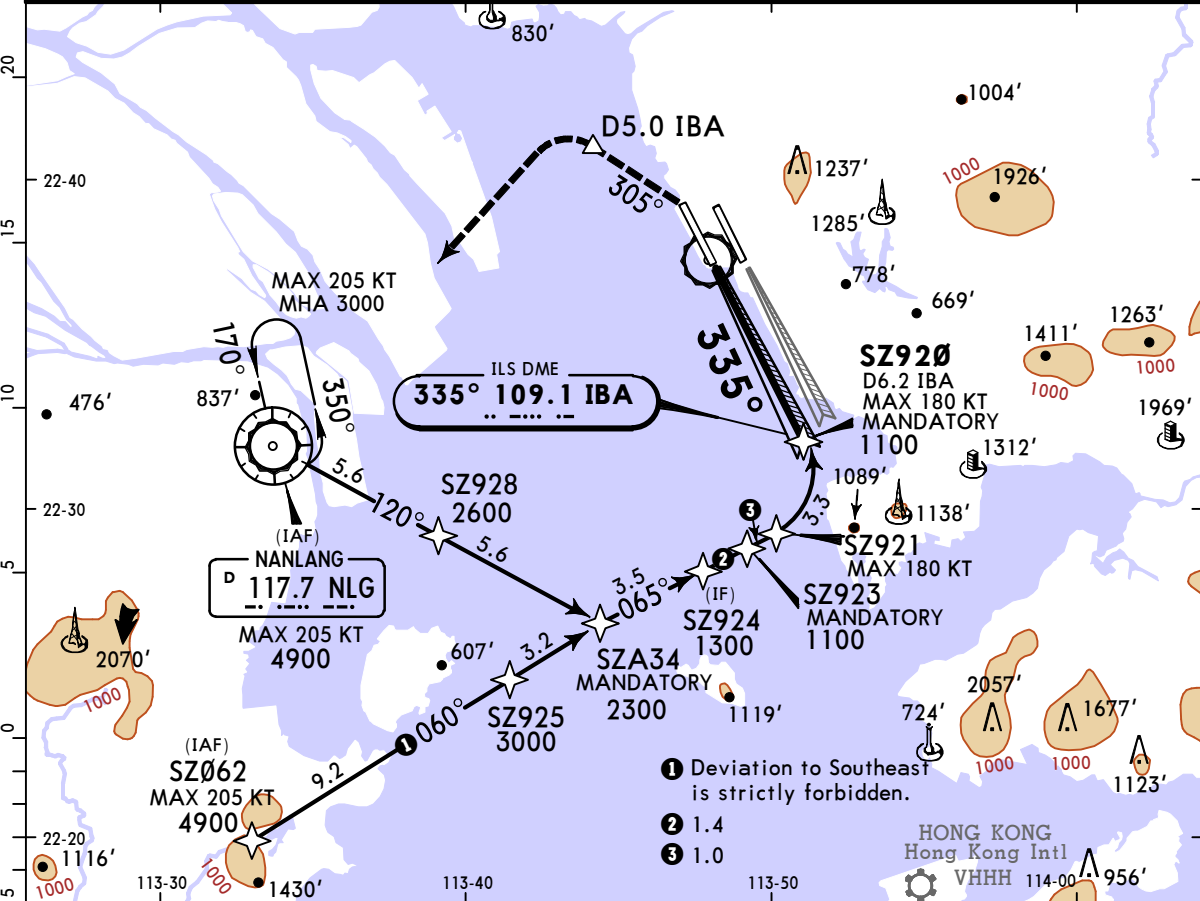
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ZGSZ/SZX
BAOAN

JEPPESSEN SHENZHEN, PR OF CHINA
23 JUN 23 (11-9) RNP (AR) ILS DME W Rwy 34

BRIEFING STRIP™

D-ATIS Arrival	ZHUHAI Approach					BAOAN Tower	*Ground
126.85	*APP01	APP02	*APP03	*APP04	*APP05	118.45	121.8
LOC IBA 109.1	Final Apch Crs 335°	No altitude published	ILS DA(H) 213'(200')	Apt Elev 13' Rwy 13'		MSA ARP	
MISSED APCH: Climb STRAIGHT AHEAD to 500', turn LEFT (MAX 220 KT) onto 305° to D5.0 IBA, turn LEFT (MAX 220 KT) direct to NLG VOR at 3000'. Join holding or as directed.							
Alt Set: hPa		Trans level: 980 hPa or above - FL108		Trans alt: 8860'			
Rwy Elev: 0 hPa		979 hPa or less - FL118					
1. Authorization required. 2. Dual GNSS and IRU required. 3. RF required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	500'	220 KT	MAX LT	onto 305°	D5.0 IBA
GS	3.00°	372	478	531	637	743						

Standard STRAIGHT-IN LANDING RWY 34												
DA(H) 213'(200')												
FULL						ALS out						
A	RVR 550m VIS 800m						1200m					
B												
C												
D												

W/o HUD/AP/FD: RVR 750m.

CHANGES: MSA.

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Chart changes since cycle 18-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BEIJING, (CAPITAL - ZBAA)				
SHENZHEN, (BAOAN - ZGSZ)				
REV	AIRPORT	10-9	08 Sep 2023	
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	08 Sep 2023	
REV	PARKING STANDS	10-9B	08 Sep 2023	
REV	PARKING STANDS (CONTD)	10-9C	08 Sep 2023	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ZBAA

Chart Change Notices for Airport ZGSZ

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20231231

(10-3X) SIDs TOM 1XD, TOM 2XD, SIE 1XD MAINTAIN 170° track, at or above 830 (250m) turn RIGHT to NLG.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20231231

(11-4A and 11-4B) SA CAT I RNP ILS DME Z RWY 16 and SA CAT I ILS DME Y RWY 16 procedure U/S, based on NOTAM G1743-23.

Communication Information For VHHK FIR

INMARSAT Service: INMARSAT SECURITY NUMBER FOR HONG KONG ATC IS 441299

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
HONG KONG RADAR:	118.92 MHz	(R)	
HONG KONG RADAR:	121.3 MHz	(R)	
HONG KONG RADAR:	122.95 MHz	(R)	
HONG KONG RADAR:	123.47 MHz	(R)	
HONG KONG RADAR:	123.7 MHz	(R)	Secondary
HONG KONG RADAR:	123.95 MHz	(R)	
HONG KONG RADAR:	125.17 MHz	(R)	
HONG KONG RADAR:	125.32 MHz	(R)	
HONG KONG RADAR:	125.8 MHz	(R)	
HONG KONG RADAR:	126.3 MHz	(R)	
HONG KONG RADAR:	126.5 MHz	(R)	
HONG KONG RADAR:	127.1 MHz	(R)	
HONG KONG RADAR:	127.55 MHz	(R)	
HONG KONG RADAR:	128.12 MHz	(R)	
HONG KONG RADAR:	128.75 MHz	(R)	Secondary
HONG KONG RADAR:	132.15 MHz	(R)	
HONG KONG RADAR:	132.52 MHz	(R)	Secondary
HONG KONG RADAR:	132.6 MHz	(R)	Secondary
HONG KONG RADAR:	132.77 MHz	(R)	Secondary
HONG KONG RADAR:	132.8 MHz	(R)	Secondary
HONG KONG RADAR:	134.3 MHz	(R)	Secondary
HONG KONG RADAR:	135.6 MHz	(R)	Secondary
Type: Information:			
HONG KONG:	121.0 MHz		FIS
HONG KONG:	122.07 MHz		FIS, Secondary
HONG KONG:	122.4 MHz		FIS
Type: Radar:			
HONG KONG:	126.3 MHz	(R)	
Type: Radio:			
HONG KONG:	13309 kHz		Secondary
HONG KONG:	5655 kHz		Secondary
HONG KONG:	8942 kHz		Secondary
Type: VOLMET:			
HONG KONG:	128.87 MHz		
HONG KONG:	13282 kHz		
HONG KONG:	6679 kHz		
HONG KONG:	8828 kHz		

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:	134.75 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:	134.75 MHz	(R)	
BEIJING CONTROL:	135.3 MHz	(R)	
BEIJING CONTROL:	135.35 MHz	(R)	
BEIJING CONTROL:	135.6 MHz	(R)	
BEIJING CONTROL:	3016 kHz	(R)	Secondary
BEIJING CONTROL:	6571 kHz	(R)	
BEIJING CONTROL:	8897 kHz	(R)	
Type: VOLMET:			
BEIJING:	13285 kHz		
BEIJING:	3458 kHz		
BEIJING:	5673 kHz		
BEIJING:	8849 kHz		

Communication Information For ZGZU ACC Both (ACC Sector)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
CHANGSHA CONTROL:	123.9 MHz		
CHANGSHA CONTROL:	133.15 MHz		
CHANGSHA CONTROL:	3016 kHz		
CHANGSHA CONTROL:	6571 kHz		
CHANGSHA CONTROL:	8897 kHz		

Communication Information For ZGZU ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
GUANGZHOU CONTROL:	10066 kHz		
GUANGZHOU CONTROL:	118.9 MHz		
GUANGZHOU CONTROL:	133.67 MHz		
GUANGZHOU CONTROL:	3491 kHz		
GUANGZHOU CONTROL:	6556 kHz		

Communication Information For ZGZU FIR

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
GUANGZHOU CONTROL:	10066 kHz	(R)	
GUANGZHOU CONTROL:	118.95 MHz	(R)	
NANNING CONTROL:	118.97 MHz	(R)	
NANNING CONTROL:	119.32 MHz	(R)	
GUANGZHOU CONTROL:	119.37 MHz	(R)	
NANNING CONTROL:	120.55 MHz	(R)	Secondary
GUANGZHOU CONTROL:	120.75 MHz	(R)	
GUANGZHOU CONTROL:	120.95 MHz	(R)	
GUANGZHOU CONTROL:	122.5 MHz	(R)	Secondary
CHANGSHA CONTROL:	123.2 MHz	(R)	
CHANGSHA CONTROL:	123.72 MHz	(R)	Secondary
CHANGSHA CONTROL:	123.9 MHz	(R)	
GUANGZHOU CONTROL:	124.45 MHz	(R)	
GUANGZHOU CONTROL:	124.52 MHz	(R)	Secondary

NANNING CONTROL:	124.57 MHz	(R)	
GUANGZHOU CONTROL:	124.9 MHz	(R)	
GUANGZHOU CONTROL:	125.35 MHz	(R)	
GUANGZHOU CONTROL:	125.75 MHz	(R)	
GUANGZHOU CONTROL:	126.1 MHz	(R)	Secondary
GUANGZHOU CONTROL:	126.15 MHz	(R)	
GUANGZHOU CONTROL:	126.75 MHz	(R)	
CHANGSHA CONTROL:	127.15 MHz	(R)	
CHANGSHA CONTROL:	127.35 MHz	(R)	Secondary
GUANGZHOU CONTROL:	127.5 MHz	(R)	
GUANGZHOU CONTROL:	128.1 MHz	(R)	
GUANGZHOU CONTROL:	128.3 MHz	(R)	
NANNING CONTROL:	128.37 MHz	(R)	
CHANGSHA CONTROL:	128.55 MHz	(R)	
NANNING CONTROL:	128.7 MHz	(R)	
GUANGZHOU CONTROL:	128.72 MHz	(R)	
GUANGZHOU CONTROL:	132.1 MHz	(R)	Secondary
GUANGZHOU CONTROL:	132.3 MHz	(R)	
NANNING CONTROL:	132.35 MHz	(R)	Secondary
GUANGZHOU CONTROL:	132.4 MHz	(R)	Secondary
CHANGSHA CONTROL:	132.55 MHz	(R)	
GUANGZHOU CONTROL:	132.65 MHz	(R)	Secondary
NANNING CONTROL:	132.7 MHz	(R)	
GUANGZHOU CONTROL:	132.75 MHz	(R)	
GUANGZHOU CONTROL:	132.82 MHz	(R)	
GUANGZHOU CONTROL:	132.92 MHz	(R)	Secondary
NANNING CONTROL:	132.97 MHz	(R)	Secondary
GUANGZHOU CONTROL:	133.07 MHz	(R)	
NANNING CONTROL:	133.1 MHz	(R)	
CHANGSHA CONTROL:	133.15 MHz	(R)	Secondary
GUANGZHOU CONTROL:	133.25 MHz	(R)	
GUANGZHOU CONTROL:	133.27 MHz	(R)	
GUANGZHOU CONTROL:	133.37 MHz	(R)	
NANNING CONTROL:	133.4 MHz	(R)	Secondary
GUANGZHOU CONTROL:	133.47 MHz	(R)	
GUANGZHOU CONTROL:	133.52 MHz	(R)	
NANNING CONTROL:	133.6 MHz	(R)	
NANNING CONTROL:	133.75 MHz	(R)	
GUANGZHOU CONTROL:	133.77 MHz	(R)	Secondary
GUANGZHOU CONTROL:	133.85 MHz	(R)	
GUANGZHOU CONTROL:	133.9 MHz	(R)	
NANNING CONTROL:	133.95 MHz	(R)	
GUANGZHOU CONTROL:	133.97 MHz	(R)	
NANNING CONTROL:	134.02 MHz	(R)	
GUANGZHOU CONTROL:	134.15 MHz	(R)	Secondary
GUANGZHOU CONTROL:	134.2 MHz	(R)	Secondary
GUANGZHOU CONTROL:	134.25 MHz	(R)	Secondary
NANNING CONTROL:	134.37 MHz	(R)	
GUANGZHOU CONTROL:	134.5 MHz	(R)	
GUANGZHOU CONTROL:	134.8 MHz	(R)	
CHANGSHA CONTROL:	135.1 MHz	(R)	
GUANGZHOU CONTROL:	135.45 MHz	(R)	
CHANGSHA CONTROL:	3016 kHz	(R)	
GUANGZHOU CONTROL:	3491 kHz	(R)	
GUANGZHOU CONTROL:	6556 kHz	(R)	Secondary
CHANGSHA CONTROL:	6571 kHz	(R)	Secondary
CHANGSHA CONTROL:	8897 kHz	(R)	
Type: VOLMET:			
GUANGZHOU:	13285 kHz		
GUANGZHOU:	3458 kHz		
GUANGZHOU:	5673 kHz		
GUANGZHOU:	8849 kHz		

Communication Information For ZHWH ACC Both (ACC Sector)

Type: ACC:
ZHENGZHOU CONTROL: 120.72 MHz
ZHENGZHOU CONTROL: 135.8 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 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 ACC High (ACC Sector High)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
SHANGHAI CONTROL:	132.5 MHz		
SHANGHAI CONTROL:	135.5 MHz		
SHANGHAI CONTROL:	3016 kHz		
SHANGHAI CONTROL:	6571 kHz		
SHANGHAI CONTROL:	8897 kHz		

Communication Information For ZSHA ACC Low (ACC Sector Low)

Callsign:	Frequency	Radar	ServiceIndicators
Type: ACC:			
NANCHANG CONTROL:	124.15 MHz		
NANCHANG CONTROL:	130.3 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)	

FIR/UIR Communications			
Printed on 10 Apr 2025		JeppView for Windows	
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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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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 ZSOFAR02 Type: Control Area (Airport)
Notes: CONTACT ZSOFAR01 WHEN ZSOFAR02 U/S.

HEFEI CTA ZSOFAR03 Type: Control Area (Airport)
Notes: CONTACT ZSOFAR04 WHEN ZSOFAR03 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 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 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.

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:

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.

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.

HANGZHOU APP CTL ZSHCAP01 Type: Terminal Area

Notes: CONTACT ZSHCAP04 WHEN ZSHCAP01 U/S EXCLUDE ZSHCAP02/04

HEFEI APP CTL AREA ZSOFAP02 Type: Terminal Area

Notes: CONTACT ZSOFAP03 WHEN ZSOFAP02 U/S

CONTACT ZSOFAP03 WHEN ZSOFAP02 U/S

HEFEI APP CTL AREA ZSOFAP03 Type: Terminal Area

Notes: CONTACT ZSOFAP01 WHEN ZSOFAP03 U/S

CONTACT ZSOFAP01 WHEN ZSOFAP03 U/S

HEFEI APP CTL AREA ZSOFAP04 Type: Terminal Area

Notes: CONTACT ZSOFAP03 WHEN ZSOFAP04 U/S.

CONTACT ZSOFAP03 WHEN ZSOFAP04 U/S.

HOHHOT APP CTL ZBHHP01 Type: Terminal Area

Notes: RWY08 IN USE AT ZBHH

RWY26 IN USE AT ZBHH

HOHHOT APP CTL ZBHHP02 Type: Terminal Area

Notes: CONTACT ZBHHP01 WHEN ZBHHP02 U/S RWY08 IN USE AT ZBHH

RWY26 IN USE AT ZBHH CONTACT ZBHHP01 WHEN ZBHHP02 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

CONTACT ZSNJAP01 WHEN ZSNJAP04 U/S

SHANGHAI APP CTL ZSSSAP01 Type: Terminal Area
Notes: EXCLUDE ZSSSAP05/07

SHANGHAI APP CTL ZSSSAP09 Type: Terminal Area
Notes: EXCLUDE NANTONG TWR AND WUXI APP

SHANGHAI APP CTL ZSSSAP11 Type: Terminal Area
Notes: EXCLUDE WUXI APP

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

WUHAN APP CTL ZHHH AP02 Type: Terminal Area
Notes: CONTACT ZHHH APP01 WHEN ZHHH APP02 U/S

CONTACT ZHHH APP01 WHEN ZHHH APP02 U/S

WUHAN APP CTL ZHHH AP03 Type: Terminal Area
Notes: CONTACT ZHHHAP02 WHEN ZHHHAP03 U/S RWY22L/22R IN USE AT ZHHH

WUXI APPROACH CONTROL AREA Type: Terminal Area
Notes: CONTACT WUXI TOWER WHEN WUXI APP U/S

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VHHH Type: Airport
Notes: FLIGHTS WITHIN 50NM OF HONG KONG INTL AIRPORT SHALL NOT FLIGHT PLAN TO CRUISE AT LEVELS BETWEEN 9000' AND FL120.

AIRSPACE BENEATH HONG KONG TMA Type: Class G Airspace
Notes: REQUIRES AIRCRAFT OPERATING IN SUCH CLASS G AIRSPACE TO HAVE EQUIPMENT CAPABLE OF MAINTAINING DIRECT TWO-WAY COMMUNICATION WITH ATC.

REQUIRES AIRCRAFT OPERATING IN SUCH CLASS G AIRSPACE TO HAVE EQUIPMENT CAPABLE OF MAINTAINING DIRECT TWO-WAY COMMUNICATION WITH ATC.

CHANGSHA CTA ZGHAAR01 Type: Control Area (Airport)
Notes: CONTACT ZGHAAR04 WHEN ZGHAAR01 U/S

CHANGSHA CTA ZGHAAR02 Type: Control Area (Airport)
Notes: CONTACT ZGHAAR04 WHEN ZGHAAR01 U/S

CHANGSHA CTA ZGHAAR03 Type: Control Area (Airport)

Notes: CONTACT ZGHAAR02 WHEN ZGHAAR03 U/S

CHANGSHA CTA ZGHAAR05 Type: Control Area (Airport)

Notes: CONTACT ZGHAAR01 WHEN ZGHAAR05 U/S

GUANGZHOU CTA ZGGGAR20 Type: Control Area (Airport)

Notes: EXCLUDE SECTOR ZGHAAR03

GUANGZHOU CTA ZGGGAR22 Type: Control Area (Airport)

Notes: CONTACT ZGGGAR11 WHEN ZGGGAR22 U/S

HEFEI CTA ZSOFAR02 Type: Control Area (Airport)

Notes: CONTACT ZSOFAR01 WHEN ZSOFAR02 U/S.

HEFEI CTA ZSOFAR03 Type: Control Area (Airport)

Notes: CONTACT ZSOFAR04 WHEN ZSOFAR03 U/S.

NANNING CTA ZGNNAR12 Type: Control Area (Airport)

Notes: CONTACT ZGNNAR10 WHEN ZGNNAR12 U/S

SANYA CTA ZJSYAR01 Type: Control Area (Airport)

Notes: EXCLUDE ZJSYAR04

SANYA CTA ZJSYAR04 Type: Control Area (Airport)

Notes: CONTACT ZJSYAR01 WHEN ZJSYAR04 U/S.

XIAMEN CTA ZSAMAR02 Type: Control Area (Airport)

Notes: CONTACT ZSAMAR04 WHEN ZSAMAR02 U/S.

XIAMEN CTA ZSAMAR05 Type: Control Area (Airport)

Notes: CONTACT ZSAMAR01 WHEN ZSAMAR05 U/S.

XIAMEN CTA ZSAMAR06 Type: Control Area (Airport)

Notes: CONTACT ZSAMAR01 WHEN ZSAMAR06 U/S.

RCAA Type: FIR

Notes: TAIPEI RCTP FIR: UNLESS APPLIED IN ADVANCE WITH RELATED DOCUMENTS AND AUTHORIZED BY CAA, NO PERSON MAY OPERATE A CIVIL AIRCRAFT WHILE IN CONTROLLED AIRSPACE BELOW 10,000' FEET [MSL] AT AN INDICATED AIRSPEED OF MORE THAN 250 KNOTS. R-583 AUTHORIZED ONLY W-BND FL380 OR ABOVE WITHIN TAIPEI (RCAA) FIR. UNLESS OTHERWISE APPROVED BY ATC ARRIVAL AIRCRAFT INTO TAIPEI ARE PROHIBITED.

RPHI Type: FIR

Notes: CPDLC: CPDLC: SERVICES ARE AVAILABLE WITH LOGON ADDRESS OF RPHI IN MANILA FIR. AIRCRAFT SHOULD LOG ON TO "RPHI" PRIOR TO DEPARTING FROM NINYOY AQUINO INTERNATIONAL AIRPORT OR BETWEEN 10 - 25 MINUTES PRIOR TO ENTERING THE MANILA FIR. DATA LINK SERVICES ARE AVAILABLE TO FANS 1/A CAPABLE AIRCRAFT IN THE EAST SECTOR OF MANILA FIR ON THE FOLLOWING AIR ROUTES: 1. A582 2. A590 3. G578 4. M501 5. G467 INMARSAT: INMARSAT SECURITY NUMBERS FOR MANILLA ACC ARE 454801, 454802, AND 454803 INMARSAT: WITHIN THE MANILA FIR, THE AIRSPACE IS DIVIDED INTO THE FOLLOWING CLASSES: CLASS A FL200-UNL (MANILA FIR UPPER CONTROL AREA, EXCEPT SPECIAL USE AIRSPACE) CLASS A LOWER LIMIT - UNL (OCEANIC) CLASS A MEA - UNL (ATS ROUTES OUTSIDE TMA) CLASS E 1500' TO FL200 (TMA, EXCLUDING ATS ROUTES AT FL130 AND ABOVE)

VHHK Type: FIR

Notes: AIRCRAFT SHALL ESTABLISH TWO-WAY RADIO COMMUNICATION WITH HONG KONG RADAR WHEN SO PRESCRIBED BY THE RESPECTIVE ATC UNIT, AND MAINTAIN A LISTENING WATCH. SUCH AIRCRAFT SHALL MAKE POSITION REPORTS WHEN ENTERING AND LEAVING HONG KONG AIRSPACE, AND AT SUCH OTHER TIMES AND/OR POSITIONS AS DIRECTED BY HONG KONG ACC. PILOT SHALL REPORT THE AIRCRAFT CALL SIGN, POSITION (WITH REFERENCE TO A REPORTING POINT), LEVEL (INCLUDING PASSING AND CLEARED LEVELS IF NOT MAINTAINING THE CLEARED LEVEL), TRANSPONDER CODE AND OTHER PERTINENT INFORMATION (E.G. SPEED ASSIGNED BY LAST ATC, TRACKING IF IT DIFFERS FROM THE FLIGHT PLAN ROUTE) IN THE INITIAL CALL BEFORE ENTERING HONG KONG FIR. AIRCRAFT ENTERING HONG KONG FIR OUTSIDE CONTROLLED AIRSPACE, BUT WISHING TO JOIN CONTROLLED AIRSPACE, SHALL REQUEST CLEARANCE FROM HONG KONG ACC STATING FLIGHT LEVEL AND ESTIMATED TIME/POSITION OF JOINING, IN RELATION TO A REPORTING POINT. UNTIL SPECIFIC CLEARANCE IS RECEIVED FROM HONG KONG ACC, THE AIRCRAFT SHALL REMAIN CLEAR OF CONTROLLED AIRSPACE. WITHIN VHHK FIR ALL NON-COMPULSORY REPORTING POINTS ON CONVENTIONAL AND VICTOR ATS-ROUTES ARE COMPULSORY FOR NON-JET AIRCRAFT. RVSM AIRSPACE FL290-FL410 INCLUSIVE. INMARSAT: INMARSAT SECURITY NUMBER FOR HONG KONG ATC IS 441299 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.

ZJSA Type: FIR
Notes: ALL FLIGHTS ENTERING THE SANYA FIR SHOULD ESTABLISH TWO-WAY RADIO COMMUNICATION WITH SANYA ACC WITHIN FIVE MINUTES BEFORE DESIGNATED REPORTING POINTS. 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.

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.

CHANGSHA APP CTL ZGHAAP02 Type: Terminal Area
Notes: CONTACT ZGHAAP01 WHEN ZGHAAP02 U/S

CHANGSHA APP CTL ZGHAAP03N Type: Terminal Area
Notes: CONTACT ZGHAAP01 WHEN ZGHAAP03 U/S RWY36L/36R IN USE AT ZGHA

CHANGSHA APP CTL ZGHAAP03S Type: Terminal Area
Notes: RWY18L/18R IN USE AT ZGHA CONTACT ZGHAAP01 WHEN ZGHAAP03 U/S

GUANGZHOU APP CTL ZGGGAP01N Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP01S Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP02N Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP02S Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP03N1 Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG EXCLUDE ZGGGAP02

GUANGZHOU APP CTL ZGGGAP03N2 Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG EXCLUDE ZGGGAP02

GUANGZHOU APP CTL ZGGGAP03N3 Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG EXCLUDE ZGGGAP02

GUANGZHOU APP CTL ZGGGAP03N4 Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP03N5 Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP03N6 Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP03S1 Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG EXCLUDE ZGGGAP01 AND ZGGGAP06

GUANGZHOU APP CTL ZGGGAP03S2 Type: Terminal Area
Notes: EXCLUDE ZGGGAP01 AND ZGGGAP06 RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP03S3 Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG EXCLUDE ZGGGAP01 AND ZGGG06

GUANGZHOU APP CTL ZGGGAP03S4 Type: Terminal Area
Notes: EXCLUDE ZGGGAP02 RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP03S5 Type: Terminal Area

Notes: RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP03S6 Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP03S7 Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP04N1 Type: Terminal Area
Notes: EXCLUDE ZHUHAI TMA RWY01/02L/02R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP04N2 Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP04S1 Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG EXCLUDE ZHUHAI TMA

GUANGZHOU APP CTL ZGGGAP04S2 Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP05N1 Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP05N2 Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP05N3 Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG EXCLUDE ZGGGAP01, ZGGGAP04, ZGGGAP06 AND ZHUHAI TMA

GUANGZHOU APP CTL ZGGGAP05N4 Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP05S1 Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP05S2 Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP05S3 Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP05S4 Type: Terminal Area
Notes: EXCLUDE ZGGGAP04 AND ZHUHAI TMA RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP05S5 Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP06N Type: Terminal Area
Notes: RWY01/02L/02R IN USE AT ZGGG

GUANGZHOU APP CTL ZGGGAP06S Type: Terminal Area
Notes: RWY19/20L/20R IN USE AT ZGGG

HEFEI APP CTL AREA ZSOFAP03 Type: Terminal Area
Notes: CONTACT ZSOFAP01 WHEN ZSOFAP03 U/S

CONTACT ZSOFAP01 WHEN ZSOFAP03 U/S

HEFEI APP CTL AREA ZSOFAP04 Type: Terminal Area
Notes: CONTACT ZSOFAP03 WHEN ZSOFAP04 U/S.

CONTACT ZSOFAP03 WHEN ZSOFAP04 U/S.

WUHAN APP CTL ZHHH AP02 Type: Terminal Area
Notes: CONTACT ZHHH APP01 WHEN ZHHH APP02 U/S

CONTACT ZHHH APP01 WHEN ZHHH APP02 U/S

WUHAN APP CTL ZHHH AP03 Type: Terminal Area
Notes: CONTACT ZHHHAP01 WHEN ZHHHAP03 U/S RWY04L/04R IN USE AT ZHHH

CONTACT ZHHHAP02 WHEN ZHHHAP03 U/S RWY22L/22R IN USE AT ZHHH

XIAMEN APP CTL AREA ZSAMAP01 Type: Terminal Area
Notes: EXCLUDE JINJIANG APP CONTROL AREA

ZHUHAI TMA ZGJDTM01N1 Type: Terminal Area
Notes: CONTACT APP04 WHEN APP01 U/S RWY33/34 IN USE AT ZGSZ

ZHUHAI TMA ZGJDTM01N2 Type: Terminal Area
Notes: CONTACT APP04 WHEN APP01 U/S RWY33/34 IN USE AT ZGSZ

ZHUHAI TMA ZGJDTM01S1 Type: Terminal Area
Notes: RWY15/16 IN USE AT ZGSZ CONTACT APP04 WHEN APP01 U/S

ZHUHAI TMA ZGJDTM01S2 Type: Terminal Area
Notes: CONTACT APP04 WHEN APP01 U/S RWY15/16 IN USE AT ZGSZ

ZHUHAI TMA ZGJDTM03N1 Type: Terminal Area
Notes: CONTACT APP02 WHEN APP03 U/S RWY33/34 IN USE AT ZGSZ

ZHUHAI TMA ZGJDTM03N2 Type: Terminal Area
Notes: RWY33/34 IN USE AT ZGSZ CONTACT APP02 WHEN APP03 U/S

ZHUHAI TMA ZGJDTM03S Type: Terminal Area
Notes: RWY15/16 IN USE AT ZGSZ CONTACT APP02 WHEN APP03 U/S

ZHUHAI TMA ZGJDTM04N1 Type: Terminal Area
Notes: RWY33/34 IN USE AT ZGSZ CONTACT APP02 WHEN APP04 U/S

ZHUHAI TMA ZGJDTM04N2 Type: Terminal Area
Notes: RWY33/34 IN USE AT ZGSZ CONTACT APP02 WHEN APP04 U/S

ZHUHAI TMA ZGJDTM04S1 Type: Terminal Area
Notes: RWY15/16 IN USE AT ZGSZ

ZHUHAI TMA ZGJDTM04S2 Type: Terminal Area
Notes: RWY15/16 IN USE AT ZGSZ CONTACT APP02 WHEN APP04 U/S

ZHUHAI TMA ZGJDTM05N Type: Terminal Area
Notes: RWY33/34 IN USE AT ZGSZ CONTACT APP03 WHEN APP05 U/S

ZHUHAI TMA ZGJDTM05S Type: Terminal Area
Notes: CONTACT APP03 WHEN APP05 U/S RWY15/16 IN USE AT ZGSZ

LIG Type: VOR
Notes: TRAFFIC TO HONG KONG OR BEYOND REPORT ETO TAMOT OR SIERA INT TO GUANGZHOU ATC.

PLT Type: VOR
Notes: TRAFFIC TO HONG KONG OR BEYOND REPORT ETO TAMOT OR SIERA INT TO GUANGZHOU ATC.

BEKOL Type: Waypoint
Notes: CONTACT NEXT ATC UNIT AT LEAST 3 MINUTES PRIOR TO BEKOL.

DOTMI Type: Waypoint
Notes: CONTACT HONG KONG RADAR ON 121.300 AT LEAST 10NM PRIOR TO DOTMI.

ELATO Type: Waypoint
Notes: CONTACT HONG KONG RADAR ON 121.300 AT LEAST 10NM PRIOR TO ELATO.

KAPLI Type: Waypoint
Notes: DURING 2200-1600, TRANSIT FLIGHTS VIA KAPLI SHALL FILE AIRWAY W4 FOR N-BND FLIGHTS & AWY B591/Q11 FOR S-BND FLIGHTS.
CONTACT HONG KONG RADAR ON 132.150 AT LEAST 10NM PRIOR TO KAPLI.

LELIM Type: Waypoint
Notes: CONTACT HONG KONG RADAR ON 121.300 AT LEAST 10NM PRIOR TO LELIM.

ROMEO Type: Waypoint
Notes: CONTACT HONG KONG RADAR ON 123.950 AT LEAST 3 MINUTES PRIOR TO ROMEO.

SIERA Type: Waypoint
Notes: CONTACT HONG KONG RADAR ON 127.550 AT LEAST 3 MINUTES PRIOR TO SIERA.

SIKOU Type: Waypoint
Notes: CONTACT HONG KONG RADAR ON 127.100 AT LEAST 10NM PRIOR TO SIKOU.

TAMOT Type: Waypoint
Notes: CONTACT HONG KONG RADAR ON 127.100 AT LEAST 10 NM PRIOR TO TAMOT.

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.

ZHWH 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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Page 2 Strip Charts

ZGZU Type: FIR

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ZJSA 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

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Reference Notes

Page 1 Strip Charts

ZBPE Type: FIR
CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

CRUISING LEVELS
Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

ZHWH 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.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ZLHW 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.

ZMUB Type: FIR
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.

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.

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Cruising levels for flight level transition procedures refer to ENROUTE CH-201 and consecutive pages.

ZSHA Type: FIR
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute 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.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

ZYSH Type: FIR
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.

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.

Page 2 Strip Charts

RCAA Type: FIR
REQUIRED NAVIGATION PERFORMANCE (RNP)
For procedures and equipment requirements, see Air Traffic Control pages and/or Air Traffic Control State pages for detailed information.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

RPHI Type: FIR
TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ADIZ REQUIREMENTS
FOR ADIZ REQUIREMENTS See Enroute 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.

FLIGHT PROCEDURES AIRCRAFT SPEED CONTROL PROCEDURES Maximum IAS unless otherwise authorized by ATC. For arriving aircraft: 250KTS.
VFR OPERATIONS:

- a. Be equipped with 118.1 MHz transceivers and approach frequency 119.7 MHz.
- b. Prior to entering the designated VFR areas, contact Manila Tower on 118.1 MHz.
- c. Adhere to the established MIA VFR arrival/departure routings.
- d. Maintain the required altitude of 2500FT or below within 15NM from the ARP. Cruise/climb to higher altitude shall be on a prior approval from Manila Approach.
- e. When intending to transit the IFR climb/descend areas, contact Manila Approach on 119.7 MHz for the necessary clearance.
- f. When requesting radar vector within 15NM radius maintain 2500FT unless otherwise instructed by Manila Approach Control.

- IFR OPERATIONS:
- a. The radar traffic circuit shall not penetrate the aerodrome traffic zone.
 - b. IFR traffic radar vector to final approach of runways 06/24 shall maintain 3500FT prior to entering the IFR climb/descend area. Descent shall be made without violating the radar minimum vectoring altitude.
 - c. In the event of radar and/or communication failure, descent to 3000FT shall be effected only in the designated VFR areas-10 miles from the ARP. Otherwise, follow the Lost Communication Procedures.
 - d. All arriving IFR flights shall maintain an indicated airspeed (IAS) of 150KTS or more up to 5 DME final of Rwy 06/24.
 - e. Arriving aircraft on radar vector to Manila shall not cancel clearance within 20NM.

VHHK Type: FIR
FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete Information see Enroute Tab.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

FLIGHT PLANNING AND OVERFLIGHT ROUTES within the Pacific region: For complete information see Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

ATS ROUTE RESTRICTION NOTES
ATS ROUTE RESTRICTIONS For information regarding flight planning purposes refer to Enroute EE-101 and consecutive pages.

VHHK Transition Routes
For complete information of Terminal Transition Routes within VHHK FIR see VHHH Terminal charts.

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.

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.

ZHWH 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.

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

ZJSA Type: FIR

RVSM PROCEDURES
REDUCED VERTICAL SEPARATION MINIMUMS (FL290 - FL410) For RVSM procedures and equipment requirements see AIR TRAFFIC CONTROL pages series.

CRUISING LEVEL PROCEDURES
CRUISING LEVELS: For Flight Level Transition Procedures refer to Enroute section.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR): For Beacon Code procedures see ENROUTE section.

ATS ROUTE RESTRICTIONS: For information regarding flight planning purposes refer to Enroute section.

ZSHA 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.

TRANSPONDER SETTING (Secondary Surveillance Radar-SSR) For Beacon Code procedures see Enroute Tab.

RVSM PROCEDURES
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