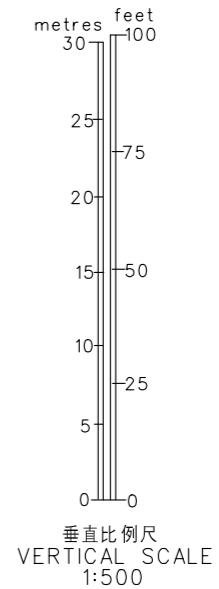
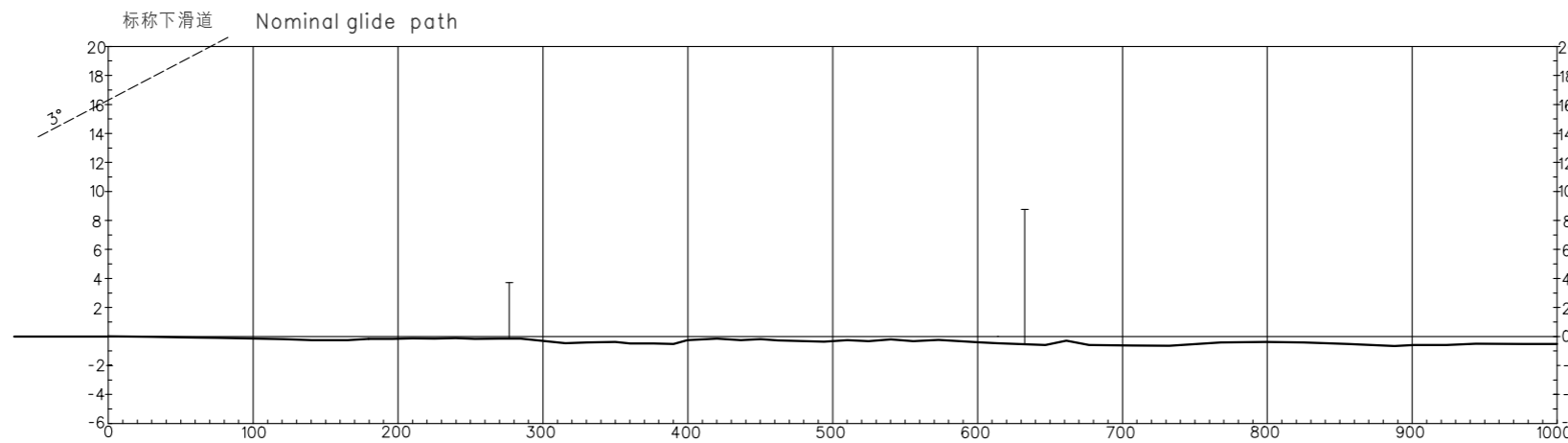
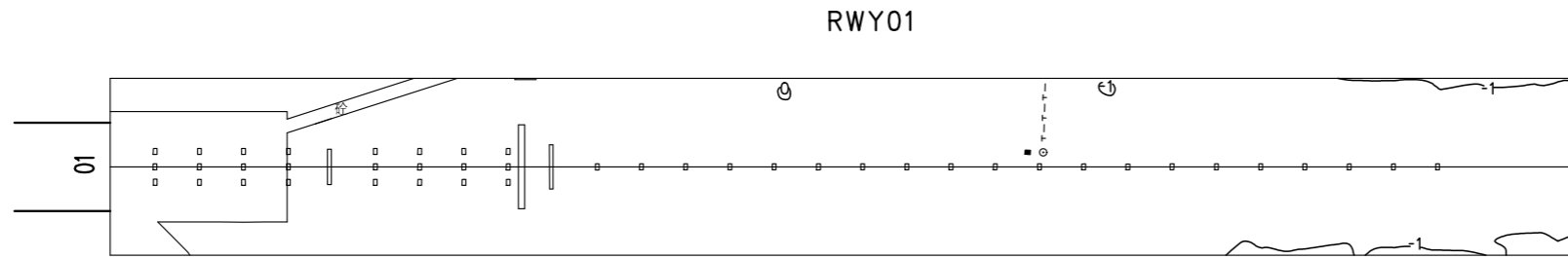


精密进近地形图-ICAO
PRECISION APPROACH TERRAIN CHART-ICAO

北京/首都 ZBAA BEIJING/Capital
RWY01

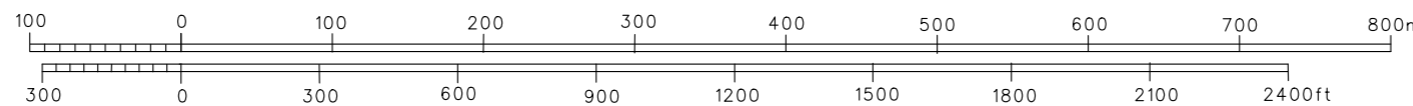
距离和高为米 DISTANCES AND HEIGHTS IN METRES



图例 LEGEND	
□	进近灯 APP Light
—	剖面中线 Profile of extended RWY C/L
—	道路 ROAD
○	电杆、天线 Antenna . Pole
□	电力检修井 Electricity Overhaul Well
■	建筑物 Buildings
—	等高线 Contour
—	架空线 Transmission Line

等高线和高相对于跑道入口标高
CONTOURS AND HEIGHTS ARE
RELATED TO ELEV OF RWY THR

水平比例尺 1:5000
HORIZONTAL SCALE



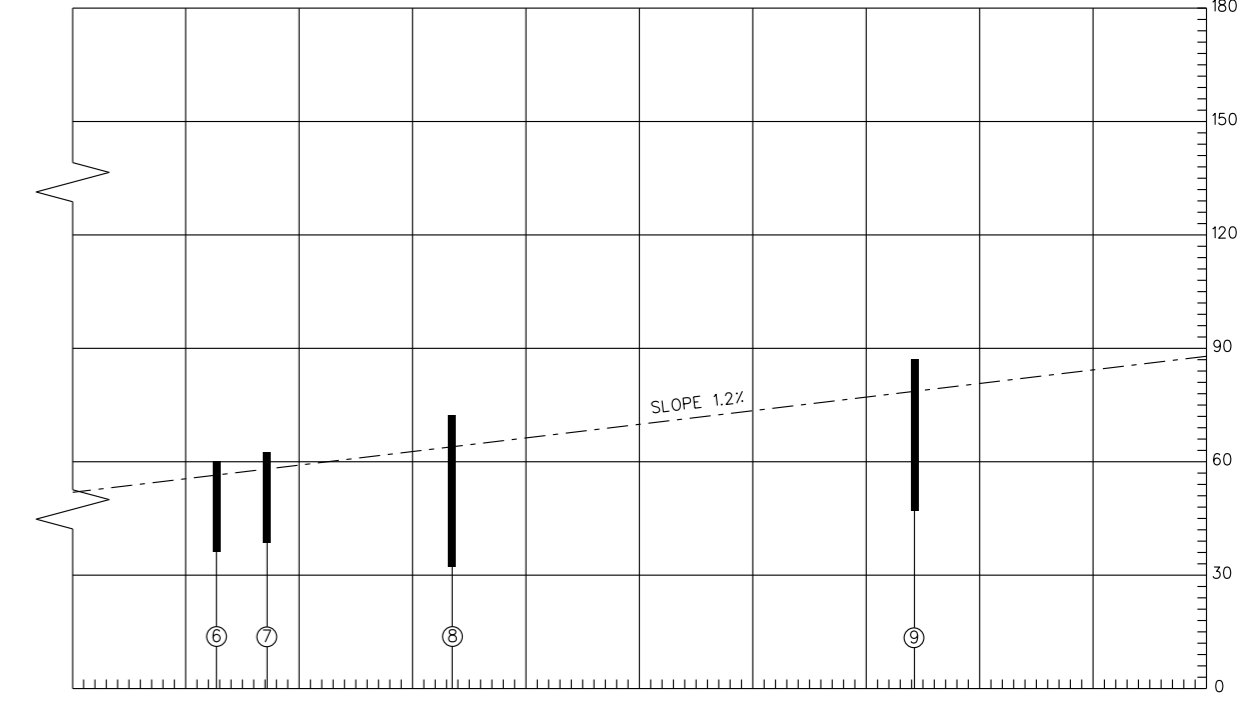
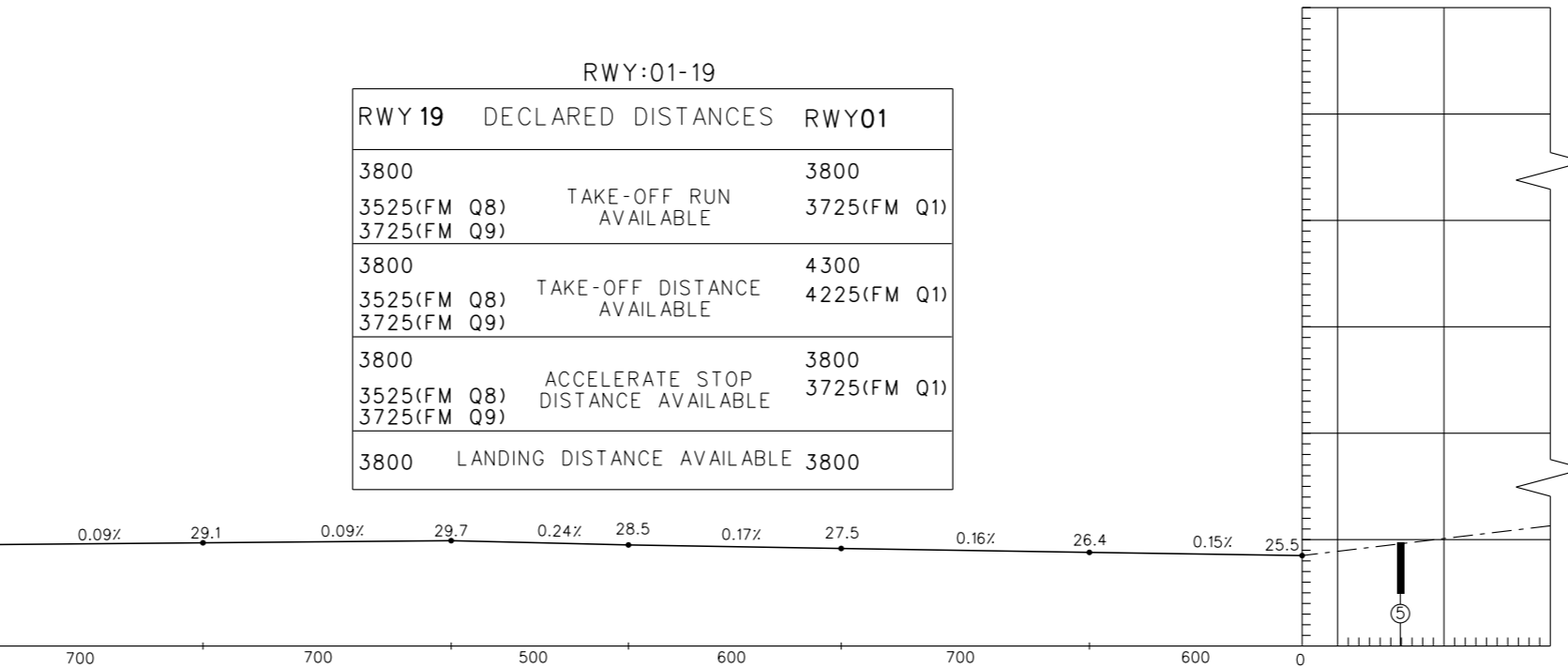
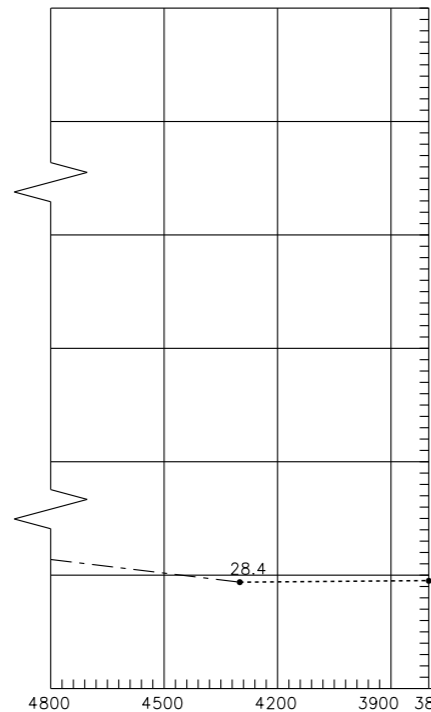
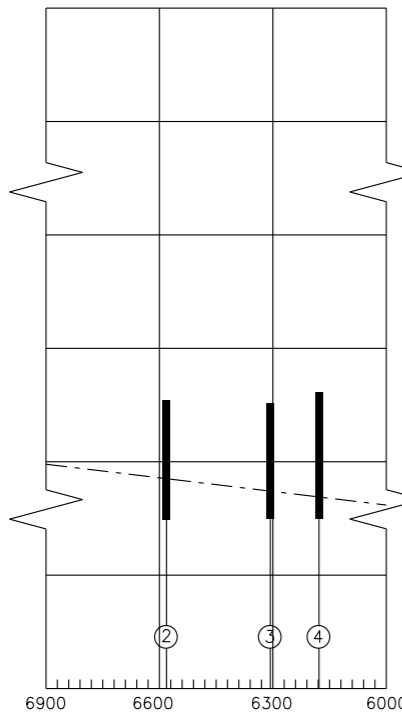
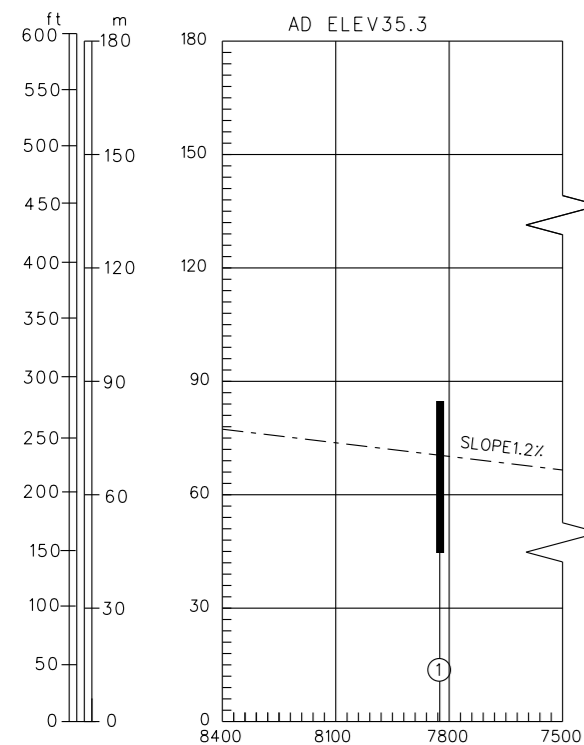
修正记录 AMENDMENT RECORD		
编号 Nr	日期 DATE	修正人 ENTERED BY

AERODROME OBSTACLE CHART-ICAO
TYPE A(OPERATING LIMITATIONS)

ZBAA BEIJING/Capital
RWY 01/19

DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 6° W

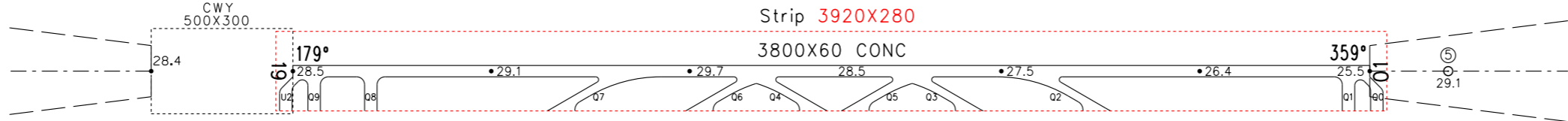
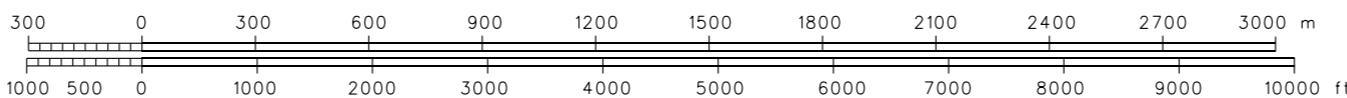


RWY:01-19

RWY 19	DECLARED DISTANCES	RWY01
3800	TAKE-OFF RUN AVAILABLE	3800
3525(FM Q8)		3725(FM Q1)
3725(FM Q9)		
3800	TAKE-OFF DISTANCE AVAILABLE	4300
3525(FM Q8)		4225(FM Q1)
3725(FM Q9)		
3800	ACCELERATE STOP DISTANCE AVAILABLE	3800
3525(FM Q8)		3725(FM Q1)
3725(FM Q9)		
3800	LANDING DISTANCE AVAILABLE	3800

VERTICAL SCALE 1:2000

1:20000 HORIZONTAL SCALE



LEGEND

①	OBST NR
⊙	POLE
■	BUILDING

AMENDMENT RECORD

NR	DATE	ENTERED BY

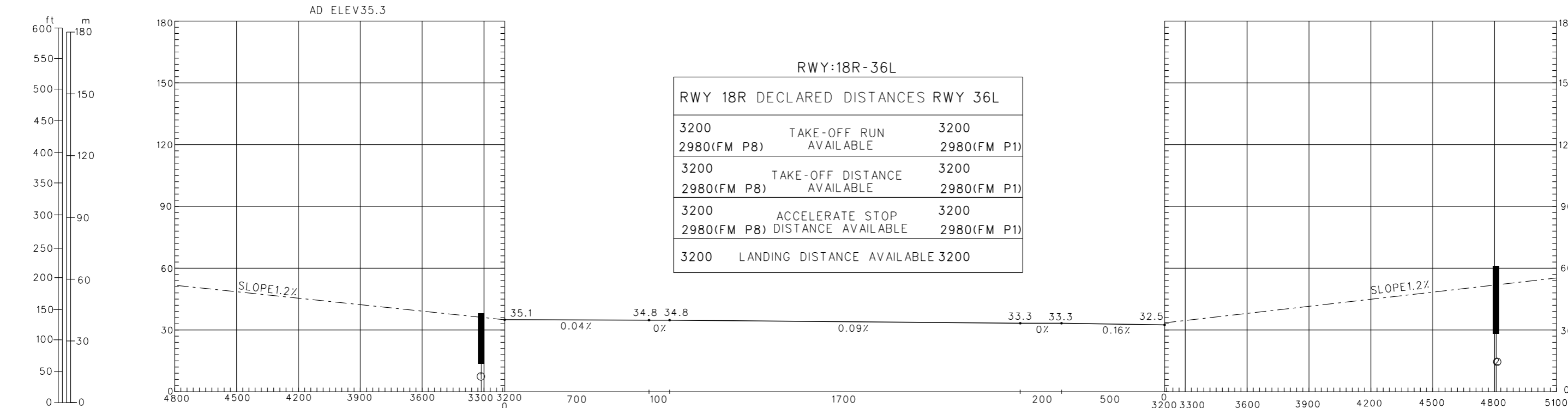
Changes: Strip.

AERODROME OBSTACLE CHART-ICAO TYPE A (OPERATING LIMITATIONS)

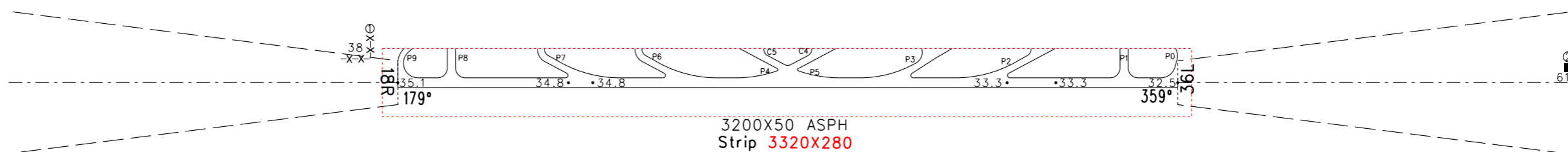
ZBAA BEIJING/Capital
RWY 18R/36L

DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

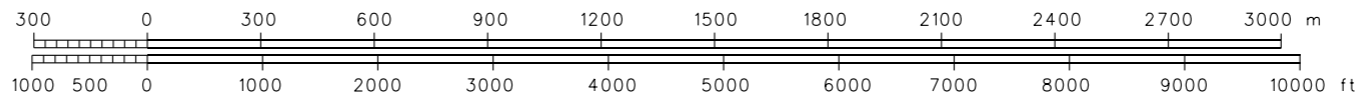
MAGNETIC VARIATION 6° W



VERTICAL SCALE
1:2000



1:20000
HORIZONTAL SCALE



LEGEND	
①	OBST NR
⊙	POLE
X-X-X	METAL RAILING

AMENDMENT RECORD		
NR	DATE	ENTERED BY

Changes: Strip.

AERODROME OBSTACLE CHART-ICAO TYPE A(OPERATING LIMITATIONS)

ZBAA BEIJING/Capital
RWY 18L/36R

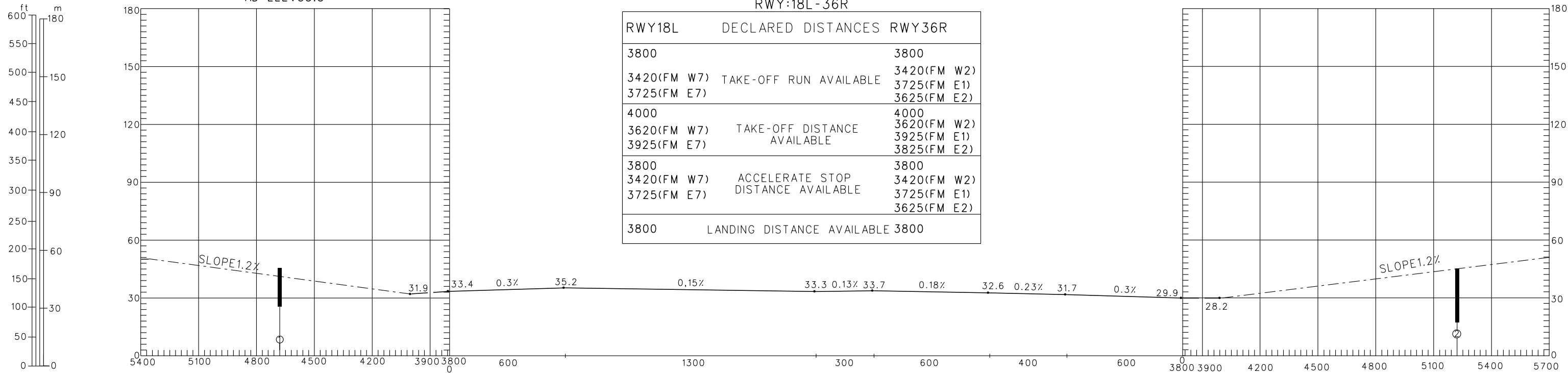
DIMENSIONS AND ELEVATIONS IN METERS BEARINGS ARE MAGNETIC

MAGNETIC VARIATION 6° W

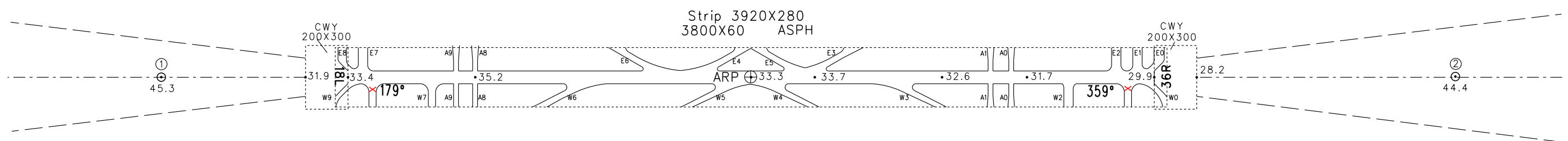
AD ELEV 35.3

RWY:18L-36R

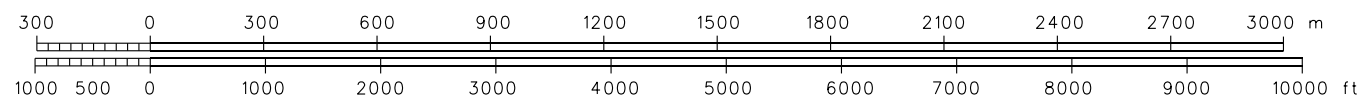
RWY18L	DECLARED DISTANCES	RWY36R
3800		3800
3420(FM W7)	TAKE-OFF RUN AVAILABLE	3420(FM W2)
3725(FM E7)		3725(FM E1)
		3625(FM E2)
4000		4000
3620(FM W7)	TAKE-OFF DISTANCE AVAILABLE	3620(FM W2)
3925(FM E7)		3925(FM E1)
		3825(FM E2)
3800		3800
3420(FM W7)	ACCELERATE STOP DISTANCE AVAILABLE	3420(FM W2)
3725(FM E7)		3725(FM E1)
		3625(FM E2)
3800	LANDING DISTANCE AVAILABLE	3800



VERTICAL SCALE
1:2000



1:20000
HORIZONTAL SCALE



LEGEND

①	OBST NR
⊙	POLE

AMENDMENT RECORD

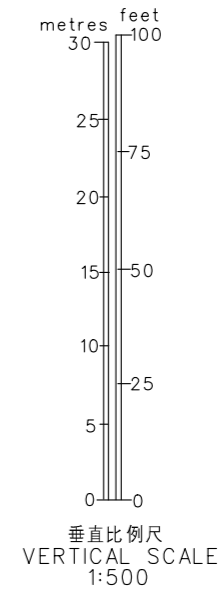
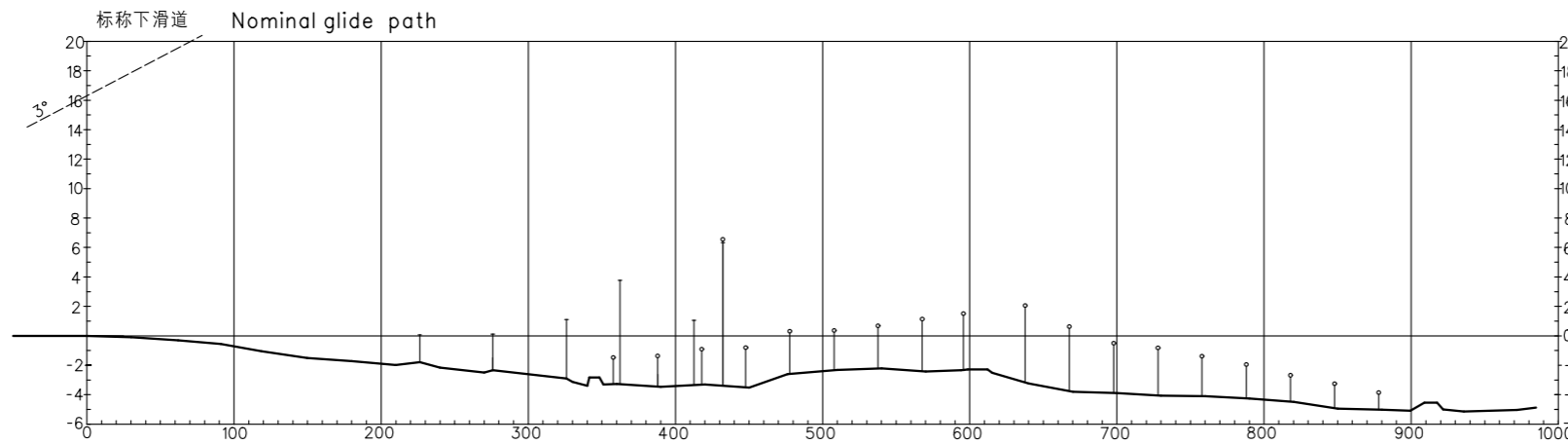
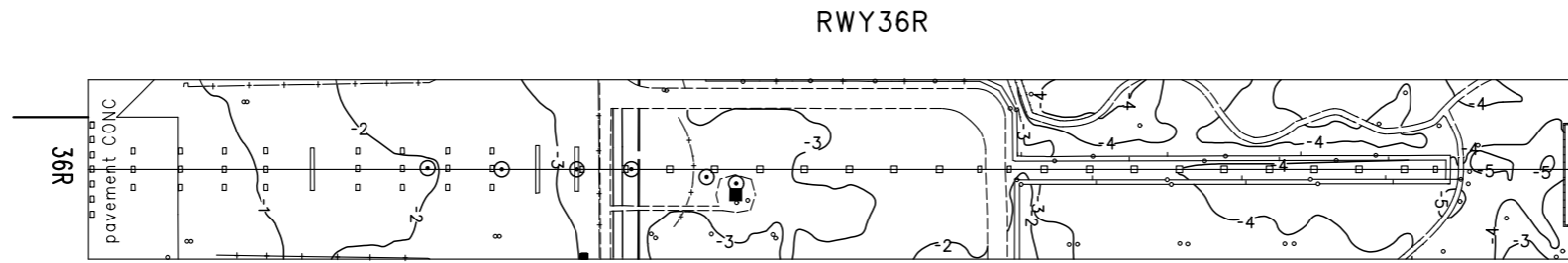
NR	DATE	ENTERED BY

Changes: Declared distances.

精密进近地形图-ICAO
PRECISION APPROACH TERRAIN CHART-ICAO

北京/首都 ZBAA BEIJING/Capital
RWY36R

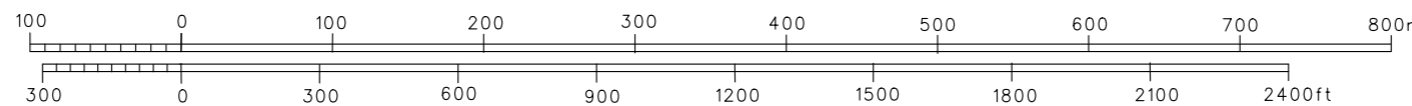
距离和高为米 DISTANCES AND HEIGHTS IN METRES



图例 LEGEND	
	水渠 Water Ditch
	进近灯 APP Light
	剖面中线 Profile of extended RWY C/L
	道路 ROAD
	检修井 Overhaul Well
	电杆·天线 Antenna . Pole
	等高线 Contour
	建筑物 Buildings
	围墙、国界 Boundary

等高线和高相对于跑道入口标高
CONTOURS AND HEIGHTS ARE
RELATED TO ELEV OF RWY THR

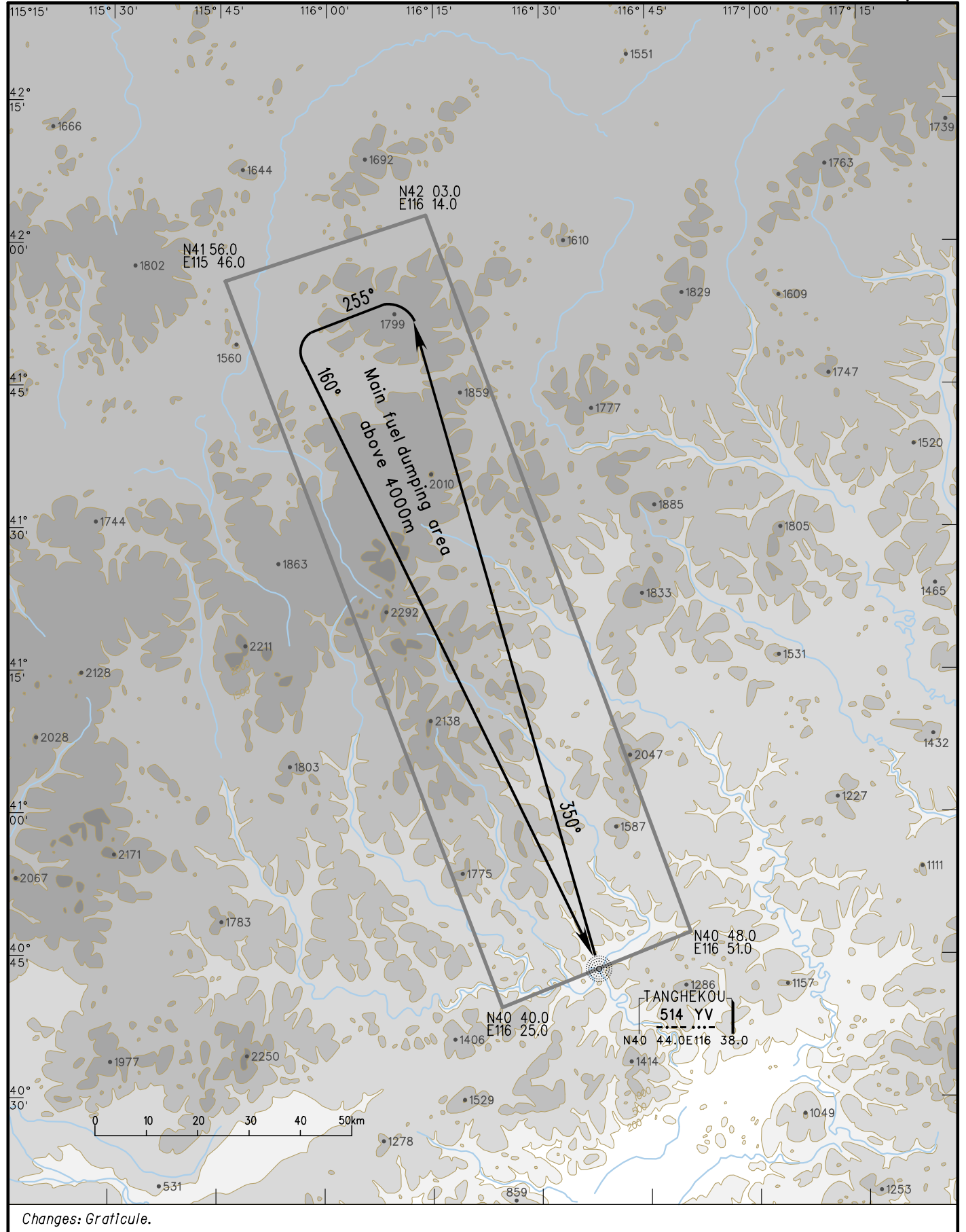
水平比例尺 1:5000
HORIZONTAL SCALE



修正记录 AMENDMENT RECORD		
编号 Nr	日期 DATE	修正人 ENTERED BY

FUEL DUMPING AREA

ZBAA BEIJING/Capital



ZBAA AD 2.1 机场地名代码和名称 Aerodrome location indicator(ICAO / IATA) and name

ZBAA/PEK-北京/首都 BEIJING/Capital

ZBAA AD 2.2 机场地理位置和管理资料 Aerodrome geographical and administrative data

1	机场基准点坐标及其在机场的位置 ARP coordinates and site at AD	N40°04.4' E116°35.9' Center of RWY 18L/36R
2	机场基准点与城市的位置关系 Direction and distance from city	044° GEO, 25.4km from Tiananmen Square
3	机场标高、基准温度、低温均值 ELEV/Reference temperature/Mean low temperature	35.3 m/31.8°C(JUL)/-9.6°C(JAN)
4	机场标高位置的大地水准面波幅 Geoid undulation at AD ELEV PSN	-
5	磁差(测量年份)及年变率 VAR(Year)/Annual change	6°W(1980)/-
6	机场管理部门、地址、电话、传真、AFS 地址、电子邮箱、网址 AD administration/Address/Telephone/Telefax/AFS/ E-mail/Website	Beijing Capital International Airport CO. LTD. Beijing Capital International Airport, Siwei Road, Beijing, China Post code:100621 TEL:86-10-64535801 FAX:86-10-64531114 AFS:ZBAAYDYX
7	允许飞行种类 Types of traffic permitted(IFR/VFR)	IFR-VFR
8	机场性质/飞行区指标 Military or civil airport/Reference code	CIVIL/RWY01/19, RWY18L/36R: 4F; RWY18R/36L: 4E
9	备注 Remarks	Nil

ZBAA AD 2.3 工作时间 Operational hours

1	机场开放时间 AD Operational hours	H24
2	海关和移民 Customs and immigration	H24
3	卫生健康部门 Health and sanitation	H24
4	航空情报服务讲解室 AIS Briefing Office	H24

5	空中交通服务报告室 ATS Reporting Office	H24
6	气象服务讲解室 MET Briefing Office	H24
7	空中交通服务 Air Traffic Service	H24
8	加油服务 Fuelling	H24
9	地勤服务 Handling	H24
10	安保服务 Security	H24
11	除冰服务 De-icing	H24
12	备注 Remarks	Nil

ZBAA AD 2.4 地勤服务和设施 Handling services and facilities

1	货物装卸设施 Cargo-handling facilities	Container lift truck (5t), baggage transporter, unit load device (ULD) tractor, container tractor, fork-lift (2.5-3.5 tonnes), tow tractor, etc.
2	燃油牌号 Fuel types	Nr.3 jet fuel, Jet A-1
3	滑油牌号 Oil types	Nil
4	加油设施/能力 Fuelling facilities & Capacity	Refueling truck ; Airport can provide gravity refuelling (400L/min) and pressure refuelling(3800L/min) service; Storage capacity: 220000m ³ ; A pipe network of apron aircraft-refuelling equipment for all aircraft.
5	除冰设施 De-icing facilities	67 De-icers. Deicing fluid (Cleanwing-I, FCY-1 BIO+), anti-icing fluid (Cleanwing-II, FCY-2).
6	过站航空器机库 Hangar space for visiting aircraft	Yes, available for aircraft maintenance.
7	过站航空器的维修设施 Repair facilities for visiting aircraft	Line maintenance, engine changes available for various types of aircraft on request. Spare parts and other maintenance work by prior arrangement.
8	备注 Remarks	Nil

ZBAA AD 2.5 旅客设施 Passenger facilities

1	宾馆 Hotels	Adjacent to AD
2	餐馆 Restaurants	At AD
3	交通工具 Transportation	Passenger's coaches, taxis, airport express
4	医疗设施 Medical facilities	First-aid equipment at AD, comprehensive hospital adjacent to AD (4 ambulances on duty)
5	银行和邮局 Bank and Post Office	At AD
6	旅行社 Tourist Office	At AD
7	备注 Remarks	Nil

ZBAA AD 2.6 援救与消防服务 Rescue and fire fighting services

1	机场消防等级 AD category for fire fighting	CAT 10
2	援救设备 Rescue equipment	Fire fighting facilities: rapid intervention vehicle, combined foam and powder extinguishing vehicle, heavy-duty water vehicle, main foam vehicle, etc; Rescue equipment: uplift air cushion, air pump, platform tractor, crane, mobile surface operation devices, fork lift, etc.
3	搬移受损航空器的能力 Capability for removal of disabled aircraft	MTWA up to A380 and below. Removal equipment: uplift air cushion, moving trailer, mobile surface, etc.
4	备注 Remarks	Nil

ZBAA AD 2.7 可用季节- 扫雪 Seasonal availability-clearing

1	可用季节及扫雪设备类型 Seasonal availability/Types of clearing equipment	All seasons Snow blowers, RWY snow removal vehicles, pre-snow rolling brush vehicles, ramp snow vehicles, throwing snow mobile.s, de-icing fluid spreading trucks, power supply vehicles, trucks, forklift trucks
2	扫雪顺序 Clearance priorities	Three runways, taxiways access to runways, operating aprons
3	备注 Remarks	Nil

ZBAA AD 2.8 停机坪、滑行道及校正位置数据 Aprons, taxiways and check locations data

		道面 Surface	CONC
		强度 Strength	PCN 117/R/B/W/T : 225,308-330,351-361,501-509,530-536,551-556,560-565, Apron N2, Apron Nr.4, N101-N110 PCN 100/R/B/W/T : Apron Nr.9 PCN 95/R/B/W/T : 205-221,223,224,226-240,301-307,331-337,510-529,558,559,801-815 PCN 90/R/B/W/T : Apron Nr.1 PCN 88/R/B/W/T : 931-935 PCN 86/R/B/W/U : 936-940 PCN 85/R/B/W/T : Apron M PCN 83/R/B/W/T : 602, 603,608-612, Apron W1, Apron W2 PCN 82/R/B/W/T : W308-W311 PCN 78/R/B/W/T : 816,817 PCN 71/R/B/W/T : 251-254 PCN 70/R/B/W/T : Apron Nr.7 PCN 62/R/B/W/T : 636-640 PCN 60/R/B/W/T : N121-N128, W301-W307 PCN 57/R/B/W/T : 622-635 PCN 53/R/B/W/T : 818-821, Apron W5, Apron W6 PCN 38/R/B/W/T : 261-264, 267, 268
1	停机坪道面和强度 Apron surface and strength	宽度 Width	70m : C6,C7 68m : S3 52m : D7,D8,G5-G7,H0-H2,K4-K7,M0,M1 50m : K3 48m : H4-H7,J1,J4 44m : E1,E2,E7,G0-G2,K0-K2,Q0,Q1,Q8,Q9,U3,U4,Z12 34m : D3-D5(BTN Z6 & M),D6,F2,F3,M2-M6,P1,P8,W2,W7,Z6 30m : D3-D5(BTN Z4 & M),P3 29m : E3-E6,E8,Q2-Q7,W9 28.5m : C4,C5,D2(S of Z20),P2,P4,P5 27m : P6,P7 25m : E0,F(N of S4),G,G3,G4,H,J,J2,J3,J5,J6,K,M7,S6,S7,T1-T6,U2,U5-U9,Y8,Y9,Z3,Z9 24m : F0,P9,Z15,Z23,Z24 23m : A0,A1,A8,A9,C,C1-C3,C8,D1,D2(N of Z20),F(S of S4),F1,F4,F7,M,P0,S4,S5,W0,W3-W6,Y1-Y7,Z0-Z2,Z4,Z7,Z8,Z10 18m : Z20-Z22 10.5m : Z16
		道面	CONC ASPH
2	滑行道宽度、道面和强度 Taxiway width, surface and strength		

		Surface	
		强度 Strength	PCN 117/R/B/W/T : F(N of S4),G,G0-G7,H,H0-H2,H4-H7,J(south of stands Nr.M01),J1,J4,K,K0-K7,M0,M1,Q0,Q1,Q8,Q9,S6,S7,T1-T6,U2-U9,Y1,Y2,Y4,Y5,Y7,Z3(N of S4) PCN 111/R/B/W/T : P9 PCN 110/R/B/W/T : P0,P1,P8 PCN 108/F/B/W/T : A0,A1,A8,A9,E0-E8,F2,F3,W2,W7 PCN 100/R/B/W/T : J5,J6,Z2(BTN Z7 & stand Nr. 254) PCN 97/R/B/W/T : M7 PCN 95/R/B/W/T : D3-D8,J2,J3,M,M2,S4,S5,Y3,Y6,Z6(east of Z3) PCN 93/R/B/W/T : F0 PCN 90/R/B/W/T : F(S of S4),F4,F7,M3-M6,P3,W0,W3-W6,W9,Z2(BTN Z3 & stand Nr. 254, west of Z7),Z4(east of Z3) PCN 88/R/B/W/T : C6-C8,D2(N of Z10),Y8 PCN 87/R/B/W/T : C PCN 86/R/B/W/U : Y9 PCN 85/R/B/W/T : C3,J(north of stands Nr.M01),Q2-Q7 PCN 83/R/B/W/T : C1,C2,D1,D2(BTN Z10 & S4),Z0,Z3(S of S4),Z7,Z10 PCN 82/R/B/W/T : S3 PCN 81/F/B/W/T : P2,P7 PCN 73/F/B/W/T : P6 PCN 73/R/B/W/T : Z2(east of Z3),Z4(west of Z3),Z6(west of Z3) PCN 70/F/B/W/T : C4,C5 PCN 57/R/B/W/T : Z12 PCN 53/F/B/W/T : P4,P5 PCN 53/R/B/W/T : Z20-Z24 PCN 38/R/B/W/T : Z1,Z15,Z16
3	高度表校正点的位置及其标高 ACL location and elevation	Nil	
4	VOR 校正点 VOR checkpoints	Nil	
5	INS 校正点 INS checkpoints	Nil	
6	备注 Remarks	Widths of TWY shoulder: 7m: Z20, Z21, Z22 35m: J5, J6, M7	

ZBAA AD 2.9 地面活动引导和管制系统与标识

Surface movement guidance and control system and markings

1	航空器机位号码标记牌、滑行道引导线、航空器目视停靠引导系统的使用 Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs at all intersections of TWY and RWY. Taxiing guidance signs at all holding positions. Aircraft stand identification sign boards at all stands. Guide lines at all TWYs. Guide lines at all aprons. Marshalling assistance for Nr. 103, 104, 107, 108, 110, 111, 114-116, 205-221, 223-240, 251-254, 261-264, 267, 268, 351-361, 401, 403, 411, 413, 602, 603, 608-612, 622-640, 701-704, 706-714, 721-735, 801-821, 931-940, 951-958, A106, A113, M01-M11, N101-N104, N104L, N104R, N105, N105L, N105R, N106, N106L, N106R, N107-N110, N121-N128, N201-N214, W101, W103-W113, W201-W213, W301-W311 aircraft stands, Visual docking guidance system at Nr. 301-337, 405-410, 451-466, 501-536, 551-556, 558-565 aircraft stands.	
2	跑道和滑行道标志及灯光 RWY and TWY marking and LGT	跑道标志 RWY markings	THR, RWY designation, edge line, RWY center line, TDZ, aiming point
		跑道灯光 RWY lights	RTHL, WBAR(01, 18R, 19, 36L), REDL, RCLL, RTZL(01, 36L, 36R), RENL
		滑行道标志 TWY markings	Edge line, center line, RWY holding position(A0, A1, A8, A9, E0-E2, E7, E8, P0, P1, P8, P9, Q0, Q1, Q8, Q9, U2, W0-W2, W7-W9), intermediate holding position
		滑行道灯光 TWY lights	Edge line optical reflection marking, edge line lights, center line lights, No-entry bar(C2-C5, E3-E6, P2-P7, Q2-Q7, W3-W6), RETILs
3	停止排灯和跑道警戒灯 Stop bars and runway guard lights	Stop bar lights: A8, A9 Runway guard lights	
4	其它跑道保护措施 Other runway protection measures	Nil	
5	备注 Remarks	BLUE apron edge line lights; Apron guidance lights	

ZBAA AD 2.10 机场障碍物 Aerodrome obstacles

半径 15 千米内主要障碍物 Obstacles within a circle with a radius of 15km centered on the ARP					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
1	2	3	4	5	6
STACK	STACK	008/6881	86.3		
Power TWR	Power TWR	009/8025	91.4		RWY19 GP INOP
BLDG	BLDG	012/4629	77.5	LGT	
BLDG	BLDG	014/4641	78.3	LGT	RWY01 Take-off path
BLDG	BLDG	015/5081	76.3	LGT	RWY01 Take-off path
BLDG	BLDG	016/4808	75.3		RWY01 Take-off path
TOWER	TOWER	019/2895	87		RWY01 GP INOP
Pole	Pole	024/2099	47.6	LGT	RWY01 Departure
BLDG	BLDG	027/6572	77.8	LGT	
BLDG	BLDG	028/6500	72.2	LGT	
TOWER	TOWER	034/3605	85.5		
Control TWR	Control TWR	043/1308	110.6		
BLDG	BLDG	046/6248	104.2		
TV TWR	TV TWR	051/7540	142.9	LGT	RWY36R/01 Departure
STACK	STACK	062/5500	99.2		
BLDG	BLDG	062/5840	106.9		
TOWER	TOWER	089/2592	89.1		
BLDG	BLDG	090/2363	74.0		
BLDG	BLDG	092/2365	74.1		
TOWER	TOWER	120/5977	106.5	LGT	
Antenna	Antenna	131/706	81.4		Circling
BLDG	BLDG	157/2981	58.0	LGT	RWY19 Departure
STACK	STACK	157/7279	83.8		
BLDG	BLDG	160/2229	75.8		
STACK	STACK	164/5090	72.5		
STACK	STACK	169/2784	53.7		

半径 15 千米内主要障碍物 Obstacles within a circle with a radius of 15km centered on the ARP					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类 型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
TOWER	TOWER	170/6207	87		
Antenna	Antenna	180/2888	36.4		
STACK	STACK	185/3121	54.5		RWY18L Departure; RWY36R Final approach
STACK	STACK	186/2216	54		
TOWER	TOWER	189/3037	62.5		
STACK	STACK	191/1775	50.2		
STACK	STACK	192/2114	59.6		
BLDG	BLDG	194/2856	68		
Antenna	Antenna	197/13076	89.5		
BLDG	BLDG	213/1096	73.8		
Antenna	Antenna	223/1836	69.8		
Antenna	Antenna	223/7663	106.8		
STACK	STACK	227/1231	75.8		
Antenna	Antenna	231/1423	76.5		
BLDG	BLDG	235/2261	61.4	LGT	RWY18R Take-off path
BLDG	BLDG	240/2462	47.4		
STACK	STACK	242/2270	53.7		
STACK	STACK	243/2669	56.5		
STACK	STACK	244/2644	54.6		
BLDG	BLDG	244/2887	48.6		
STACK	STACK	244/6083	77		
STACK	STACK	247/1942	49.1		
TRANSMISSION_LINE	TRANSMISSION_LINE	247/5185	72.4		
BLDG	BLDG	248/1197	72.2		
Antenna	Antenna	250/2089	43.1		
STACK	STACK	253/6839	65.5		
STACK	STACK	260/827	79.1		

半径 15 千米内主要障碍物 Obstacles within a circle with a radius of 15km centered on the ARP					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
Antenna	Antenna	263/1153	70.4		
WATER_TOWER	WATER_TOWER	269/2770	52.7		
STACK	STACK	275/5116	83		
STACK	STACK	277/3133	77.8		
Control TWR	Control TWR	317/1347	134.6		
STACK	STACK	327/4986	59.3		
BLDG	BLDG	332/6117	81.1		
STACK	STACK	333/5437	58.1		
Pole	Pole	334/4923	43.6		
Pole	Pole	335/4967	43.9		
Pole	Pole	335/5011	43.3		
STACK	STACK	336/5029	49.6		
TOWER	TOWER	339/9456	114.8		RWY36L Departure
WATER_TOWER	WATER_TOWER	353/7042	71.8		RWY36L Departure
Trees	Trees	359/1000	60.1		RWY36R Departure

半径 15 千米-50 千米内主要障碍物 Obstacles between two circles with the radius of 15km and 50km centered on the ARP					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT	MT	001/42771	1039		RWY19 Initial approach
MT	MT	008/35674	800		RWY18R RNAV ILS/DME z Intermediate approach

半径 15 千米-50 千米内主要障碍物

Obstacles between two circles with the radius of 15km and 50km centered on the ARP

障碍物名称 或编号 Obstacle ID/ Designation	障碍物类型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT	MT	009/35811	815		RWY18L RNAV ILS/DME y, RWY19 RNAV ILS/DME y Intermediate approach
TOWER	TOWER	021/16307	134		
MT	MT	068/63300	1230		Sectors
MT	MT	092/57400	865		
BLDG	BLDG	171/17935	214		RWY36R RNAV ILS/DME y Intermediate approach
BLDG	BLDG	188/17852	106		
Antenna	Antenna	191/20816	222		RWY36L RNAV ILS/DME Intermediate approach
STACK	STACK	193/16315	92		
STACK	STACK	201/21400	274		
Antenna	Antenna	219/15769	185		
BLDG	BLDG	222/20974	257	LGT	
TOWER	TOWER	242/30623	449	LGT	
TOWER	TOWER	246/22490	377		
MT	MT	263/40042	797		Sectors
MT	MT	278/47000	1291		RWY18R Initial approach
MT	MT	310/49000	1067		
MT	MT	341/30744	859		RWY18L/R Initial approach
MT	MT	341/30752	861		RWY18R RNAV ILS/DME y Intermediate approach
MT	MT	348/27603	659		RWY19 RNAV ILS/DME z, RWY18L RNAV ILS/DME, RWY18R RNAV ILS/DME z Intermediate approach
MT	MT	349/25965	400		RWY19 RNAV ILS/DME z, RWY18R RNAV ILS/DME y Intermediate approach
MT	MT	350/25546	300		

半径 15 千米-50 千米内主要障碍物 Obstacles between two circles with the radius of 15km and 50km centered on the ARP					
障碍物名称 或编号 Obstacle ID/ Designation	障碍物类 型 Obstacle type	障碍物位置 磁方位(°)/距离(m) Obstacle position MAG BRG(degree)/DIST(m)	标高或 (高) Elevation /(Height) (m)	障碍物标志、灯光 类型及颜色 Obstacle marking /Lighting Type and Colour	影响的飞行程序及 起飞航径区/备注 Flight procedure/take-off path area affected & Remarks
MT	MT	358/47760	1534		Sectors
MT	MT	359/48000	1535		Sectors; RWY18L Initial approach
Remarks:					

ZBAA AD 2.11 提供的气象情报、气象观测和报告

Meteorological information provided & meteorological observations and reports

提供的气象情报 Meteorological information provided		
1	相关气象台的名称 Associated MET Office	Beijing Capital Airport MET Center of CAAC
2	气象服务时间、服务时间以外的责任气象台 Hours of service/MET Office outside hours	H24
3	负责编发 TAF 的气象台、有效时段、发布间隔 Office responsible for TAF preparation/Periods of validity/Interval of issuance	Beijing Capital Airport MET Center of CAAC;9h, 24h
4	趋势预报及发布间隔 Trend forecast/Interval of issuance	trend 30min
5	所提供的讲解或咨询服务 Briefing/Consultation provided	Briefing provided: P, T
6	飞行文件及其使用语言 Flight documentation/Language(s) used	Chart, International MET Codes, Abbreviated Plain Language Text;Ch,En
7	讲解或咨询服务时可利用的图表和其它信息 Charts and other information available for briefing or consultation	Synoptic charts, significant weather charts, upper W/T Charts, satellite and radar material, AWOS Real-time Data
8	提供气象情报的辅助设备 Supplementary equipment available for providing information	FAX, MET Service Terminal
9	提供气象情报的空中交通服务单位 ATS units provided with information	Beijing ACC, Beijing APP, Beijing TWR
10	其他信息 Additional information	Nil

气象观测和报告 meteorological observations and reports		
1	机场观测类型与频率、自动观测设备 Type & frequency of observation /Automatic observation equipment	Half hourly plus special observation/YES
2	气象报告类型及所包含的补充资料 Type of MET Report/Supplementary information included	METAR, SPECI
3	观测系统及安装位置 Observation system/Site(s)	<p>RVR EQPT</p> <p>A: 105m W of RCL, 315m inward THR36L; B: 105m W of RCL, 1685m inward THR18R; C: 105m W of RCL, 360m inward THR18R; D: 110m W of RCL, 301m inward THR36R; E: 100m W of RCL, 1830m inward THR18L; F: 115m W of RCL, 328m inward THR18L; G: 115m E of RCL, 325m inward THR01; H: 115m E of RCL, 1800m inward THR19; J: 115m E of RCL, 331m inward THR19.</p> <p>SFC wind sensors</p> <p>01: 109m E of RCL, 355m inward THR01; 01/19 Center: 110m E of RCL, 1802m inward THR19; 19: 109m E of RCL, 331m inward THR19; 18L: 120m W of RCL, 330m inward THR18L; 18L/36R Center: 100m W of RCL, 1835m inward THR18L; 36R: 100m W of RCL, 306m inward THR36R; 18R: 105m W of RCL, 320m inward THR18R; 18R/36L Center: 105m W of RCL, 1645m inward THR18R; 36L: 105m W of RCL, 305m inward THR36L.</p> <p>Ceilometer</p> <p>01: 25m W of RCL, 1050m outward THR01; 19: 5m W of RCL, 973m outward THR19; 18L: 25m W of RCL, 1085m outward THR18L; 36R: 25m W of RCL, 1066m outward THR36R; 18R: 25m W of RCL, 1085m outward THR18R; 36L: 25m W of RCL, 1066m outward THR36L.</p>
4	观测系统的工作时间 Hours of operation for meteorological observation system	H24
5	气候资料 Climatological information	Climatological tables AVBL
6	其他信息 Additional information	Nil

ZBAA AD 2.12 跑道物理特征 Runway physical characteristics

跑道号码 RWY Designator	真方位和 磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道 和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、 跑道末端坐标、 跑道入口大地水 准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和 精密进近跑道接 地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
1	2	3	4	5	6	7
19	172.98° GEO 179° MAG	3800×60	117/R/B/W/T CONC/-	Nil	THR 28.5m TDZ 29.8m	0.1%(700m)/0.1%(700m)/-0.2%(500m)/-0.2%(600m)/-0.2%(600m)
01	352.98° GEO 359° MAG	3800×60	117/R/B/W/T CONC/-	Nil	THR 25.5m TDZ 27.3m	0.2%(600m)/0.2%(700m)/0.2%(600m)/0.2%(500m)/-0.1%(700m)/-0.1%(700m)
18L	172.98° GEO 179° MAG	3800×60	108/F/B/W/T ASPH/-	Nil	THR 33.4m TDZ 35.2m	0.3%(600m)/-0.2%(1300m)/0.1%(300m)/-0.2%(600m)/-0.2%(400m)/-0.3%(600m)
36R	352.98° GEO 359° MAG	3800×60	108/F/B/W/T ASPH/-	Nil	THR 29.9m TDZ 32.4m	0.3%(600m)/0.2%(400m)/0.2%(600m)/-0.1%(300m)/0.2%(1300m)/-0.3%(600m)
18R	172.98° GEO 179° MAG	3200×50	(0-415m) 111/R/B/W/T CONC (415-2800m) 82/R/B/W/T ASPH (2800-3200m) 116/R/B/W/T CONC/-	Nil	THR 35.1m TDZ 35.1m	0.0%(700m)/0.0%(1000m)/-0.1%(1700m)/0.0%(200m)/-0.2%(500m)

跑道号码 RWY Designator	真方位和 磁方位 TRUE & MAG BRG	跑道长宽 Dimensions of RWY(m)	跑道强度、跑道 和停止道道面 RWY strength/ Surface of RWY /SWY	跑道入口坐标、 跑道末端坐标、 跑道入口大地水 准面波幅 THR coordinates & RWY end coordinates & THR geoid undulation	跑道入口标高和 精密进近跑道接 地带最高标高 THR elevation & highest elevation of TDZ of precision APP RWY	跑道和停止道坡度 Slope of RWY/SWY
36L	352.98° GEO 359° MAG	3200×50	(0-400m) 116/R/B/W/T CONC (400-2785m) 82/R/B/W/T ASPH (2785-3200m) 111/R/B/W/T CONC/-	Nil	THR 32.5m TDZ 33.5m	0.2%(500m)/0.0%(200m)/0.1%(1700m)/0.0%(100m)/0.0%(700m)
跑道号码 RWY Designator	停止道长宽 SWY dimensions(m)	净空道长宽 CWY dimensions(m)	升降带长宽 Strip dimensions(m)	跑道端安全区 长宽 RESA dimensions(m)	拦阻系统的 位置及描述 Location & Description of arresting system	无障碍物区 OFZ
1	8	9	10	11	12	13
19	Nil	Nil	3920×280	90×120	Nil	Nil
01	Nil	500×300	3920×280	90×120	Nil	Nil
18L	Nil	200×300	3920×280	90×120	Nil	Nil
36R	Nil	200×300	3920×280	90×120	Nil	Nil
18R	Nil	Nil	3320×280	90×100	Nil	Nil
36L	Nil	Nil	3320×280	90×100	Nil	Nil
Remarks: Distance between RCL of RWY18L/36R and RCL of RWY18R/36L is 1960m; THR18R is 1650m north of THR18L; Distance between RCL of RWY18L/36R and RCL of RWY01/19 is 1525m; THR19 is 200m north of THR18L.						

ZBAA AD 2.13 公布距离 Declared distances

跑道号码 RWY Designator	可用起飞滑跑距离 TORA(m)	可用起飞距离 TODA(m)	可用加速停止距离 ASDA(m)	可用着陆距离 LDA(m)	备注 Remarks
1	2	3	4	5	6
19	3800	3800	3800	3800	Nil
19	3725	3725	3725	3800	FM Q9
19	3525	3525	3525	3800	FM Q8

跑道号码 RWY Designator	可用起飞滑跑距离 TORA(m)	可用起飞距离 TODA(m)	可用加速停止距离 ASDA(m)	可用着陆距离 LDA(m)	备注 Remarks
01	3800	4300	3800	3800	Nil
01	3725	4225	3725	3800	FM Q1
18L	3800	4000	3800	3800	Nil
18L	3725	3925	3725	3800	FM E7
18L	3420	3620	3420	3800	FM W7
36R	3800	4000	3800	3800	Nil
36R	3725	3925	3725	3800	FM E1
36R	3625	3825	3625	3800	FM E2
36R	3420	3620	3420	3800	FM W2
18R	3200	3200	3200	3200	Nil
18R	2980	2980	2980	3200	FM P8
36L	3200	3200	3200	3200	Nil
36L	2980	2980	2980	3200	FM P1

ZBAA AD 2.14 进近和跑道灯光 Approach and runway lighting

跑道号码 RWY Designator	进近灯类型、长度、强度 APCH LGT type/LEN/INTST	入口灯颜色、翼排灯 THR LGT colour/WBAR	目视进近坡度指示系统类型、位置、仰角、跑道入口最低眼高 Type of VASIS/Position/Angle/MEHT	接地带灯长度 TDZ LGT LEN	跑道中线灯长度、间隔、颜色、强度 RWY center line LGT LEN/Spacing/Colour/INTST	跑道边灯长度、间隔、颜色、强度 RWY edge LGT LEN/Spacing/Colour/INTST	跑道末端灯颜色 RWY end LGT colour	停止道灯长度、颜色 SWY LGT LEN/Colour
1	2	3	4	5	6	7	8	9
19	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 414m inward THR19 3.2°	Nil	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil

跑道 号码 RWY Desig nator	进近灯 类型、长 度、强度 APCH LGT type/ LEN/ /INTST	入口灯 颜色、翼 排灯 THR LGT colour/ WBAR	目视进近坡度 指示系统类 型、位置、仰 角、跑道入口 最低眼高 Type of VASIS/Position /Angle/MEHT	接地 带 灯长 度 TDZ LGT LEN	跑道中线灯长度、 间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间 隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯 颜色 RWY end LGT colour	停止道灯长 度、颜色 SWY LGT LEN /Colour
01	PALS CAT III SFL 900 m LIH	GREEN Yes	PAPI LEFT 438m inward THR01 3°	900 m	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
18L	PALS CAT I SFL 900 m LIH	GREEN Nil	PAPI LEFT 423m inward THR18L 3° 21.9m	Nil	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
36R	PALS CAT III SFL 900 m LIH	GREEN Nil	PAPI LEFT 420m inward THR36R 3° 22.7m	900 m	3800 m spacing 15m 0-2900m, WHITE 2900-3500m, RED/WHITE 3500-3800m, RED VRB LIH	3800 m spacing 60m 0-3200m, WHITE 3200-3800m, YELLOW VRB LIH	RED	Nil
18R	PALS CAT I SFL 900 m LIH	GREEN Yes	PAPI LEFT 420m inward THR18R 3° 22m	Nil	3200 m spacing 15m 0-2300m, WHITE 2300-2900m, RED/WHITE 2900-3200m, RED VRB LIH	3200 m spacing 60m 0-2600m, WHITE 2600-3200m, YELLOW VRB LIH	RED	Nil

跑道 号码 RWY Desig nator	进近灯 类型、长 度、强度 APCH LGT type/ LEN/ /INTST	入口灯 颜色、翼 排灯 THR LGT colour/ WBAR	目视进近坡度 指示系统类 型、位置、仰 角、跑道入口 最低眼高 Type of VASIS/Position /Angle/MEHT	接地 带 灯长 度 TDZ LGT LEN	跑道中线灯长度、 间隔、颜色、强度 RWY center line LGT LEN/Spacing /Colour/INTST	跑道边灯长度、间 隔、颜色、强度 RWY edge LGT LEN/Spacing /Colour/INTST	跑道末端灯 颜色 RWY end LGT colour	停止道灯长 度、颜色 SWY LGT LEN /Colour
36L	PALS CAT II SFL 900 m LIH	GREEN Yes	PAPI LEFT 420m inward THR36L 3° 22.7m	900 m	3200 m spacing 15m 0-2300m, WHITE 2300-2900m, RED/WHITE 2900-3200m, RED VRB LIH	3200 m spacing 60m 0-2600m, WHITE 2600-3200m, YELLOW VRB LIH	RED	Nil
Remarks:								

ZBAA AD 2.15 其它灯光,备份电源 Other lighting, secondary power supply

1	机场灯标或识别灯标位置、特性和工作时间 ABN/IBN location, characteristics and hours of operation	Nil
2	着陆方向标和风向标位置和灯光 LDI/ WDI location and LGT	WDI: 01:99m W of RCL, 354m inward THR01; 19:100m W of RCL, 348m inward THR19; 18L:133m E of RCL, 353m inward THR18L; 36L:110m E of RCL, 361m inward THR36L. 18R:114m E of RCL, 363m inward THR18R; 36R:118m W of RCL, 530m inward THR36R;
3	滑行道边灯和滑行道中线灯 TWY edge and center line lighting	All TWYs: green center line lights, blue optical reflection marking, blue edge line lights
4	备份电源及转换时间 Secondary power supply/Switch-over time	Dual feed, diesel engine driven generator/≤15s
5	备注 Remarks	Nil

ZBAA AD 2.16 直升机着陆区域 Helicopter landing area

1	TLOF 坐标或 FATO 入口坐标及大地水准 面波幅 Coordinates TLOF or THR of FATO, Geoid undulation	Nil
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2	TLOF 和 (或) FATO 标高 TLOF and/or FATO elevation	Nil
3	TLOF 和 FATO 区域范围、道面、强度和标志 TLOF and FATO area dimensions,surface, strength, marking	Nil
4	FATO 的真方位和磁方位 True and MAG BRG of FATO	Nil
5	公布距离 Declared distance available	Nil
6	进近灯光和 FATO 灯光 APP and FATO lighting	Nil
7	备注 Remarks	Nil

ZBAA AD 2.17 空中交通服务空域 ATS airspace

空域名称和水平范围 Designation and lateral limits		垂直范围 Vertical limits	空域分类 Airspace class	空中交通服务单位 呼号和使用语言 ATS unit callsign Language	工作时间 Hours of applicability	备注 Remarks
1	2	3	4	5	6	7
Beijing Control Zone	A circle, radius 15km centered at AD ARP	600m MSL(inclusive) and below (include the Airport Maneuvering Area)				
Fuel Dumping Area	N4156E11546-N4040E 11625-N4048E11651-N 4203E11614-N4156E11 546	Above 4000m				See Fuel Dumping Area Chart
Prohibited Fly Over Area	N394900E1162830-N39 5900E1162830-N39590 0E1161500-N394900E1 161500-N394900E1162 830					No aircraft is permitted to maneuver or circumnavig ate CB in this area
Altimeter setting region and TL/TA	Same as Beijing TMA	TL 3600m TA 3000m 3300m(QNH≥1031hPa) 2700m(QNH≤979hPa)				

ZBAA AD 2.18 空中交通服务通信设施 ATS communication facilities

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星话音通信 号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
ATIS		127.6 (Chinese)			H24	D-ATIS available
		128.65 (English)			H24	D-ATIS available
APP	Beijing Approach	APP09:121.1 (127.75)			by ATC	
		APP10:129.0 (127.75)			by ATC	
		APP11:119.7 (127.75)			by ATC	
		APP12:119.85 (119.425)			H24	
		APP15:125.8 (119.425)			by ATC	
		APP16:124.4 (127.75)			by ATC	
		APP17:120.6 (127.75)			H24	
	APP18:125.5 (119.425)			by ATC		
	Capital Approach	APP01:126.1 (125.05)			by ATC	
		APP02:119.0 (125.05)			by ATC	
APP03:120.2 (125.05)				by ATC		
TWR	Beijing Tower	TWR01:124.3 (118.3)			HO	for RWY18R/36L
		TWR02:118.5 (118.05)			H24	for RWY18L/36R
		TWR03:118.6 (118.3)			HO	for RWY01/19
GND	Beijing Ground	GND01:121.9 (121.95)			HO	

服务名称 Service designation	呼号 Callsign	频率 Frequency (MHz)	卫星语音通信 号码 SATVOICE number	登录地址 Logon address	工作时间 Hours of operation	备注 Remarks
1	2	3	4	5	6	7
		GND02:121.8 (121.95)			H24	
		GND03:121.7 (121.95)			HO	
		GND04:121.75 (121.95)			HO	
		GND05:121.85 (121.95)			HO	
	Beijing Delivery	DELIVERY01:121. 6			H24	DCL available West of RWY18L/36R
		DELIVERY02:121. 65			HO	DCL available East of RWY18L/36R
APN	Beijing Apron	APN01:122.225 (121.95)			H24	
		APN02:122.625 (121.95)			H24	
		APN03:122.675 (121.95)			H24	
		APN04:122.125 (121.95)			H24	
EMG		121.5			H24	

ZBAA AD 2.19 无线电导航和着陆设施 Radio navigation and landing aids

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR, Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作时间 Hours of operation	发射天线坐标及相对位置 Coordinates of transmitting antenna/ Position	DME 发射天线标高 Elevation of DME transmitting antenna	备注 Remarks
1	2	3	4	5	6	7
Huairou VOR/DME	HUR	113.6 MHz CH 83X	H24	N40°19.8' E116°44.9'	62 m	

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR, Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作 时间 Hours of operation	发射天线坐标 及相对位置 Coordinates of transmitting antenna/ Position	DME 发射 天线标高 Elevation of DME transmitting antenna	备注 Remarks
Guanzhuang VOR/DME	PEK	114.7 MHz CH 94X	H24	N40°02.9' E116°44.1'	62 m	R195°-R285° clockwise U/S
Shaziying VOR/DME	SZY	117.2 MHz CH 119X		N40°06.4' E116°25.8'	72 m	R160°-R250° clockwise U/S
Liangxiang NDB	JR	475 kHz	H24	N39°43.2' E116°05.7'		
Chedaoyu NDB	CDY	292 kHz	H24	N40°34.7' E117°13.4'		
Shigezhuang NDB	VM	280 kHz	H24	N39°17.8' E116°54.1'		
Zangangzhen NDB	JB	403 kHz	H24	N39°02.6' E116°11.9'		
Huairou NDB	OB	380 kHz		N40°17.3' E116°32.1'		Beyond 10NM on bearing 098° U/S
Shahe NDB	CU	555 kHz		N40°07.3' E116°22.3'		
Xiliuhetun NDB	WF	395 kHz		N39°56.7' E116°52.5'		
MM 01		75 MHz		179°MAG/1052m FM THR01		
IM 01		75 MHz		179°MAG/350m FM THR01		
LOC 01 ILS CAT IIIA	INJ	108.5 MHz		359°MAG/280m FM RWY01 end		
GP 01		329.9 MHz		125m E of RCL, 305m inside THR01		Angle 3° , RDH 15 m
DME 01	INJ	CH 22X (108.5 MHz)		120m E of RCL, 309m inside THR01	31m	Co-located with GP 01
MM 19		75 MHz		359°MAG/950m FM THR19		
LOC 19 ILS CAT I	ISZ	108.9 MHz		179°MAG/279m FM RWY19 end		

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR, Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作 时间 Hours of operation	发射天线坐标 及相对位置 Coordinates of transmitting antenna/ Position	DME 发射 天线标高 Elevation of DME transmitting antenna	备注 Remarks
GP 19		329.3 MHz		125m E of RCL, 290m inside THR19		Angle 3.2°, RDH 15 m
DME 19	ISZ	CH 26X (108.9 MHz)		120m E of RCL, 294m inside THR19		Co-located with GP 19
LOM 18L	OR	196 kHz		359°MAG/3650m FM THR18L		Beyond 15NM on BRG 179° U/S
MM 18L		75 MHz		359°MAG/850m FM THR18L		
LOC 18L ILS CAT I	IOR	109.3 MHz		179°MAG/327m FM RWY18L end		Coverage 45km
GP 18L		332.0 MHz		125m W of RCL, 288m inside THR18L		Angle 3°, RDH 16.3 m
DME 18L	IOR	CH 30X (109.3 MHz)		125m W of RCL, 288m inside THR18L	38m	Co-located with GP 18L Coverage 35.5km
LOM 36R	QU	240 kHz		179°MAG/7000m FM THR36R		8-14NM on BRG 359° U/S
MM 36R		75 MHz		179°MAG/1000m FM THR36R		
IM 36R		75 MHz		179°MAG/276m FM THR36R		
LOC 36R ILS CAT IIIA	IQU	111.55 MHz		359°MAG/307m FM RWY36R end		Coverage 45km
GP 36R		332.75 MHz		125m W of RCL, 300m inside THR36R		Angle 3°, RDH 15.8 m Coverage 25km
DME 36R	IQU	CH 52Y (111.55 MHz)		125m W of RCL, 300m inside THR36R	34m	Co-located with GP 36R Coverage 47.6km
OM 18R		75 MHz		359°MAG/4160m FM THR18R		
MM 18R		75 MHz		359°MAG/1085m FM THR18R		

设施名称及类型、磁差、支持运行类别、VOR/ILS 磁偏角 Name and type of aid, VAR, Type of supported OPS, Declination of VOR/ILS	识别 ID	频率、波道 Frequency/ Channel number	工作 时间 Hours of operation	发射天线坐标 及相对位置 Coordinates of transmitting antenna/ Position	DME 发射 天线标高 Elevation of DME transmitting antenna	备注 Remarks
LOC 18R ILS CAT I	ILG	110.3 MHz		179°MAG/441m FM RWY18R end		Coverage 45km
GP 18R		335.0 MHz		110m W of RCL, 300m inside THR18R		Angle 3°, RDH 15.8 m Coverage 25km
DME 18R	ILG	CH 40X (110.3 MHz)			45m	Co-located with GP 18R
LOM 36L	DK	354 kHz		179°MAG/4120m FM THR36L		Beyond 3NM on BRG 359° U/S
MM 36L		75 MHz		179°MAG/1066m FM THR36L		
LOC 36L ILS CAT I	IDK	111.7 MHz		359°MAG/402m FM RWY36L end		Coverage 45km
GP 36L		333.5 MHz		110m W of RCL, 285m inside THR36L		Angle 3°, RDH 15.5 m Coverage 25km
DME 36L	IDK	CH 54X (111.7 MHz)		110m W of RCL, 285m inside THR36L	36m	Co-located with GP 36L Coverage 49.9km

ZBAA AD 2.20 本场规定

ZBAA AD 2.20 Local aerodrome regulations

1. 机场使用规定

1. Airport operations regulations

1.1 禁止未安装二次雷达应答机的航空器起降；

1.1 Take off/landing of aircraft without SSR transponder are forbidden;

1.2 所有技术试飞需事先申请，并在得到空中交通管制部门批准后方可进行；

1.2 Each and every technical test flight shall be filed in advance and conducted only after clearance has been obtained from ATC;

1.3 可使用最大机型：A380 及其同类机型；

1.3 Maximum aircraft to be available: A380 and equivalent;

- 1.4 每日 15:30-21:30(UTC), 01 号跑道不允许航空器降落, 19 号跑道不允许航空器起飞。 1.4 In 15:30-21:30 (UTC) daily, landing on RWY01 and take-off on RWY19 are forbidden.
- 1.5 飞行员在收到起飞指令后, 应尽快开始滑跑并保持常守塔台频率直到收到管制员进一步指令。 1.5 Aircraft shall take off immediately after receiving take-off clearance by ATC, and keep watch on TWR frequency for further instructions.
- 1.6 出港航班机组申请 ATC 放行许可应不早于该航班的 ETD 之前 30min。 1.6 Departure aircraft shall not apply for ATC delivery clearance 30min earlier than ETD.
- 1.7 首都机场塔台数字化放行 (DCL) 服务正式运行。申请数字化放行 (DCL) 服务的机组应在预计起飞 (ETD) 前 30 分钟内申请; 1.7 DCL service provided by TWR will be put into use. Pilot shall request DCL 30 minutes in prior before ETD;
- 1.8 进/出港航空器在本场地面滑行时, 应保持开启 ADS-B 相关机载设备。 1.8 Takeoff/landing aircraft shall keep ADS-B equipment on while taxiing.
- 1.9 航空器在地面滑行时, 飞行员应将应答机设置在 S 模式。 1.9 Aircraft shall set transponder on mode sierra while taxiing.

2. 跑道和滑行道的使用

2. Use of runways and taxiways

- 2.1 跑道运行规则 2.1 General rules for the use of runways
- 2.1.1 36L/18R 号跑道进、出港混合运行; 2.1.1 36L/18R is used for departure and arrival;
- 2.1.2 36R/18L 号跑道主要用于出港; 2.1.2 36R/18L is mainly used for departure;
- 2.1.3 01/19 号跑道主要用于进港; 2.1.3 01/19 is mainly used for arrival;
- 2.1.4 出港高峰时三条跑道同时用于离港; 2.1.4 The three parallel runways will be used for departure upon departure rush hour;
- 2.1.5 进港高峰时三条跑道同时用于进港; 2.1.5 The three parallel runways will be used for arrival upon arrival rush hour;
- 2.1.6 满足下列条件之一时, 须转换跑道方向: 2.1.6 The direction of runway in use shall be changed if one of the following conditions is met:
- 2.1.6.1 当气象自动观测系统显示跑道顺风分量达到 3m/s, 且有继续增大趋势时; 2.1.6.1 Downwind speed is shown 3m/s with an increasing trend by AWOS;

- 2.1.6.2 湿跑道或者污染跑道条件下,当气象自动观测系统显示跑道为顺风,且有继续增大趋势时。
- 2.1.6.2 Under wet RWY or contaminated RWY condition, RWY is shown downwind with an increasing speed trend by AWOS.
- 2.1.7 当转换使用跑道方向过程中,使用跑道顺风分量大于3米/秒但不大于5米/秒时,管制员通知航空器驾驶员地面风向、风速后,指挥航空器短时顺风起飞或顺风着陆,如果因航空器性能限制等原因无法接受时,航空器驾驶员应立即告知管制员。
- 2.1.7 During changing the direction of RWY in use, if downwind speed is more than 3m/s and not exceeding 5m/s, ATC shall inform ACFT the ground wind direction and speed, instruct downwind take-off or downwind landing for short time. If pilot decide not to take-off or land on downwind RWY due to performance limits, inform ATC immediately.
- 2.1.8 穿越18L/36R跑道规定:
- 2.1.8 RWY18L/36R crossing rules:
- 2.1.8.1 按照地面管制员指挥滑行至跑道等待点外等待。
- 2.1.8.1 Taxi following the instruction of GND Control to the holding position and hold short of RWY 18L/36R.
- 2.1.8.2 向“塔台频率”提出穿越申请,收到塔台管制员穿越指令后,需尽快实施穿越,如有疑问,请在穿越前证实;机组应注意完整复诵管制员有关穿越跑道和跑道外等待的指令。穿越结束后,机组需向塔台报告“已脱离跑道”。
- 2.1.8.2 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'.
- 2.1.8.3 穿越跑道时,机组应注意监听塔台频率中其他有关跑道的指令或信息通报,并注意观察跑道及附近的活动。紧跟在起飞航空器后穿越跑道时,机组自行负责其与起飞航空器之间的距离以免受起飞航空器喷流的影响。
- 2.1.8.3 Flight crew shall monitor the TWR FREQ and watch the activities on the RWY18L/36R and around; While crossing RWY18L/36R after the take-off aircraft, flight crew shall be responsible for the safety distance with the aircraft to avoid the effect of wake turbulence.
- 2.1.8.4 穿越跑道的滑行道为:A0, A1, A8, A9;
- 2.1.8.4 TWYs A0, A1, A8, A9 are available for crossing RWY 18L/36R;
- 2.1.9 根据首都机场导航设备及联络道结构,塔台管制员会安排出港航空器使用非全跑道起飞。如出港的航空器需要使用全跑道起飞,请航空器驾驶员在抄收
- 2.1.9 According to navigation aids and the structure of TWY, TWR controller shall arrange the departure aircraft to use partial runway to take-off. If the departure

ATC 放行许可时向管制员提出申请。

aircraft needs full runway to take-off, contact controller upon receiving delivery clearance.

2.1.10 降雪天气本场运行规则

2.1.10 General rules for operation during snow weather

2.1.10.1 进港的 4 发（或以上）航空器，应在脱离跑道后将最外侧发动机置于怠速状态，直至进入停机位；

2.1.10.1 Arrival aircraft with 4 engines (or more) shall keep the outside engines in idle state after vacating RWY until entering into stand;

2.1.10.2 出港的 4 发（或以上）航空器，应在推出后将最外侧发动机置于怠速状态，直至进入跑道；

2.1.10.2 Departure aircraft with 4 engines (or more) shall keep the outside engines in idle state after pushing out until entering into RWY;

2.1.11 为规范跑道占用时间，提高跑道容量，做出以下规定(湿跑道或污染跑道除外):

2.1.11 Except for wet RWY or contaminated RWY, requirement as follows to increase RWY operation capacity:

2.1.11.1 起飞航空器

2.1.11.1 For departure aircraft

a.在前机为起飞航空器或跑道未被占用时，使用 18R/36L 或 01/19 跑道起飞的航空器从接到管制员进跑道指令至对正跑道应不超过 45 秒；使用 18L/36R 跑道起飞的航空器从接到管制员进跑道指令至对正跑道应不超过 60 秒；

a.While preceding aircraft is departure aircraft or the RWY is not occupied, departure aircraft using RWY18R/36L or RWY01/19 shall finish RWY alignment within 45 seconds after receiving ATC instructions of entering RWY, and departure aircraft using RWY18L/36R shall finish RWY alignment within 60 seconds after receiving ATC instructions of entering RWY.

b.在前机为落地航空器时，使用任何跑道起飞的航空器从接到管制员进跑道指令至对正跑道应不超过 50 秒；

b.While preceding aircraft is landing aircraft, departure aircraft using any RWY shall finish RWY alignment within 50 seconds after receiving ATC instructions of entering RWY.

c.如果机组认为无法在上述要求的时间内完成，须在到达跑道外等待点之前向塔台管制员说明。

c.If flight crew consider that they can not fulfill the process within the required time, pilot shall inform TWR ATC controller before reaching the RWY holding

	point.
2.1.11.2 落地航空器	2.1.11.2 For landing aircraft
a. 中型机（含）以下机型从飞越跑道入口至完全脱离跑道应不超过 50 秒；	a. Aircraft of medium type and below shall fully vacate RWY within 50 seconds after flying over RWY threshold.
b. 重型机（含）以上机型从飞越跑道入口至完全脱离跑道应不超过 70 秒；	b. Aircraft of heavy type and above shall fully vacate RWY within 70 seconds after flying over RWY threshold.
c. 如果机组认为无法在上述要求的时间内完成，须在联系北京进近 APP01 或 APP02 频率时（最晚不迟于三转弯或建立航向道之前）通知进近管制员。	c. If flight crew consider that they can not fulfill the process within the required time, pilot shall inform APP ATC controller while they are contacting Beijing approach APP01 or APP02 frequency (no later than base turn or the localizer is established).
2.1.11.3 穿越航空器	2.1.11.3 For crossing aircraft
a. 穿越航空器从接到管制员穿越指令至穿越完成应不超过 50s；	a. Crossing aircraft shall finish RWY crossing and fully vacate RWY within 50s after receiving ATC instructions of crossing RWY.
b. 如机组认为无法在上述要求的时间内完成穿越，应在到达跑道外等待点之前向塔台管制员说明。	b. If flight crew consider that they can not fulfill the process within the required time, pilot shall inform TWR ATC controller before reaching the RWY holding point.
2.2 滑行道使用规则	2.2 General rules for the use of taxiways
2.2.1 可以通过地面管制申请引导车和拖车服务；	2.2.1 Follow-me vehicle service and towing service are available via Ground Control;
2.2.2 禁止航空器在滑行道上做 180 度转弯；	2.2.2 180°turnaround on TWY is strictly forbidden for all aircraft;
2.2.3 G1 滑行道以南的 Y1, Y2 滑行道不允许航空器同	2.2.3 Taxiing on TWY Y1 and Y2 (south part of G1)

- 时滑行；
simultaneously is strictly forbidden;
- 2.2.4 本场设立固定滑行路线，参见 AD2.24-2A/2B；
2.2.4 Fixed taxi-routes are established, Refer to AD2.24-2A/2B;
- 2.2.5 对机组的要求：
2.2.5 Requirements for flight crew:
- 2.2.5.1 听清并重复机坪管制员的滑行指令，尤其是界限性指令，发现疑问及时证实。
2.2.5.1 Listen carefully and read back the taxi instructions of Apron controller, especially for boundry-related instructions, verify any questions in time.
- 2.2.5.2 在进入交接点前主动报告“接近某某滑行道，请求转至某某频率”。
2.2.5.2 Report to controller “approaching to XX taxiway, request to change to XX frequency” before reaching at handover point.
- 2.2.5.3 在脱离跑道首次与地面管制联系时，尤其在低能见度情况下，必须向地面管制报告脱离的跑道和所使用的滑行道；
2.2.5.3 After vacating RWY, especially under conditions of low visibility, report the RWY designation and TWY designation on initial contact with GND;
- 2.2.5.4 如在地面管制扇区之间移交时出现联系不畅，应在交界点停止滑行，并向原先联系的扇区报告；
2.2.5.4 If failure to change the assigned GND frequency, stop prior to the intersection of the two GND sectors and contact the original GND frequency;
- 2.2.5.5 地面滑行期间，机组应密切关注管制相关活动，及时依照管制员的活动通报观察或将观察到的不明活动情况通报给地面管制员。
2.2.5.5 Flight crew shall keep watching ATC-related activities and report the observed activities to GND in time.
- 2.2.5.6 专机滑行路线以管制员通知为准；
2.2.5.6 Taxiing routes of special flight will be instructed by ATC;
- 2.2.6 跑道等待位置标志
2.2.6 Runway-holding position marking
- 2.2.6.1 航空器在进入跑道前必须在指定的跑道等待位置处等待机场管制塔台的指令。参见 AD2.24-1A/2A/2B。
2.2.6.1 Aircraft shall stop and wait for the instruction of TWR Control at the relative runway-holding positions. Refer to AD2.24-1A/2A/2B.
- 2.2.6.2 航空器在跑道等待位置等待时，机头应尽量靠
2.2.6.2 The nose of A/C shall get close to the runway

近跑道等待位置标志，但不能超过此标识。当 I 类运行时，航空器应停放在“ A 型等待位置标志”处， II 类运行时，航空器停放在“ B 型等待位置标志”处。为避免等待进入跑道的航空器与其后方滑行航空器相撞，相关部分跑道等待位置数据公布如下表：

holding position marking without exceeding it when A/C is waiting at the RWY holding position. Pattern A for CAT I operation, pattern B for CAT II operation. The runway holding positions where conflicts may occur between holding aircraft and the aircraft operating on the parallel TWY behind are published as follows:

跑道等待位置所在滑行道及类型 TWY of RWY holding position/pattern		与跑道中心线距离 (m) DIST to RCL (m)	与最近的平行滑行道中线距离 (m) DIST to the nearest parallel TWY center line (m)	跑道等待位置所在滑行道及类型 TWY of RWY holding position/pattern	与跑道中心线距离 (m) DIST to RCL (m)	与最近的平行滑行道中线距离 (m) DIST to the nearest parallel TWY center line (m)
A0(east)	pattern A	107.5	92.5	E7	pattern A	92.5
	pattern B	137	63	E8	pattern A	92.5
A0(west)	pattern A	107.5	92.5			
	pattern B	137	63			
A1(east)	pattern A	107.5	92.5	P0	pattern A	96.5
	pattern B	137	63	P1	pattern A	96.5
A1(west)	pattern A	107.5	92.5	P8	pattern A	96.5
	pattern B	137	63	P9	pattern A	96.5
A8(east)	pattern A	107.5	92.5	Q0	pattern A	92.5
	pattern B	137	63		pattern B	63

A8(west)	pattern A	107.5	140.5	Q1	pattern A	107.5	92.5
	pattern B	137	111		pattern B	137	63
A9(east)	pattern A	107.5	92.5	Q8	pattern A	107.5	92.5
	pattern B	137	63	Q9	pattern A	107.5	92.5
A9(west)	pattern A	107.5	140.5	U2	pattern A	107.5	92.5
	pattern B	137	111	W0	pattern A	107.5	92.5
E0	pattern A	107.5	92.5	W2			
	pattern B	137	63		pattern A	107.5	92.5
E1	pattern A	107.5	92.5		pattern B	137	63
	pattern B	137	63	W7	pattern A	107.5	140.5
E2	pattern A	107.5	92.5				
	pattern B	137	63	W9	pattern A	107.5	92.5

2.2.6.3 首都机场现有 13 个中间等待位置，供航空器滑行中等待使用。其中 HP1-HP4、HP6、HP7 等待点的使用依据塔台指令等待，航空器经过 HP7、HP21 等待点时需听从机场管制塔台指令转频。航空器到达 HP17、HP18 时须依据机场管制塔台指令等待。参见 AD2.24-1A/2A/2B；

2.2.7 滑行道翼展限制：

2.2.6.3 There are 13 Intermediate holding positions in the airport. HP1-HP4, HP6, HP7 shall be used by TWR control instructions. Aircraft holding at HP7 or HP21 should follow the instructions of ATC to change frequency. Aircraft arrive at HP17, HP18 shall wait according to TWR control instructions. Refer to AD2.24-1A/2A/2B;

2.2.7 Taxiing limits:

TWY	Wingspan limits for A/C
A0, A1, E0-E8, F(north of W2), F2, F3, F4(east of Z3), F7(east of Z3), G, G0-G7, H, H0-H2, H4-H7, J, J1, J2(BTN T5&T6), J3(BTN T5&T6), J4, J5(south of Nr.951), J6(south of Nr.955), K, K0-K7, M0, M1,	≤80m

M4(east of Z3), M5(east of Z3), M7(east of Nr.212), Q0-Q9, S6, S7, T1-T6, U2-U4, W2, W3, W6, W7, W9, Y1, Y2, Y3(BTN H&J1), Y4, Y5, Y6(BTN J&J4), Y7(south of S7), Y8(west of Nr.932), Y9(east of Nr.938), Z3(BTN F2&M4), Z3(north of M1)	
W0, F(south of W2), F0, F1, F4(west of Z3), Z0(BTN F0&HP14), Z3(south of F2), F7(west of Z3), Z9(BTN Nr.714&F7)	≤69m
A8, A9, C, C1-C8, D1, D2(south of C8), D3(north of Z4), D4(north of Z4), D5(north of Z4), D6-D8, J2(south of T5), J3(south of T5), J5(north of Nr.951), J6(north of Nr.955), M, M2, M3, M4(west of Z3), M5(west of Z3), M6, M7(west of Nr.212), P0-P9, S3-S5, U5-U9, W4, W5, Y3(east of J1), Y6(west of J4), Y8(east of Nr.932), Y9(west of Nr.938), Z0(BTN HP15&F0, north of HP14), Z2, Z3(BTN M1&M4), Z4, Z6, Z7, Z9(north of F7, south of Nr.714), Z10, Z18	≤65m
Z1	≤48m
D2(north of C8), D3(south of Z4), D4(south of Z4), D5(south of Z4), Y7(north of S7), Z0(south of HP15), Z8, Z12(east of Z0), Z15, Z23(west of Nr.W620)	≤36m
Z23(east of Nr.W620)	≤32m
Z12(west of Z0), Z20-Z22	≤31m
Z24	≤29m
Z16	≤24m

2.2.8 下滑信标台临界区与敏感区, 未经 ATC 许可任 2.2.8 GP critical area and sensitive area, A/C are

何航空器禁止进入该区域，该区域具体范围为：	forbidden to enter without ATC clearance.
36R 端下滑信标台临界区与敏感区：W0 滑行道；	GP critical area and sensitive area of THR36R: TWY W0;
18L 端下滑信标台临界区与敏感区：W9 滑行道。	GP critical area and sensitive area of THR18L: TWY W9.
2.3 当本场平均风速达到或超过 10.8m/s 时，航空器在地面运行过程中，禁止使用单侧发动机滑行；	2.3 When the mean wind speed reaches to or more than 10.8m/s at the airport, single-engine taxi is strictly forbidden;
2.4 A380、B747-8、AN124 本场运行规则：	2.4 Operation Rules for A380, B747-8, AN124
2.4.1 跑道：01/19 跑道、18L/36R 跑道。	2.4.1 RWY 01/19, RWY 18L/36R.
2.4.2 滑行道：	2.4.2 TWY:
2.4.2.1 18L/36R 跑道中线以西区域：A0、A1、F、F2-F4、F7、M0、M1、M4 (Z3 以东)、M5 (Z3 以东)、M7、S4 (F 以东)、S6、S7、W0、W2、W3、W6、W7、W9、Z3 (F2 与 M4 之间，M1 与 S7 之间)、Z9 (F7 与 714 机位之间)。	2.4.2.1 West part of RWY 18L/36R: A0, A1, F, F2-F4, F7, M0, M1, M4(east of Z3), M5(east of Z3), M7, S4(east of F), S6, S7, W0, W2, W3, W6, W7, W9, Z3(BTN F2 M4, M1 S7), Z9(BTN F7 and stand Nr. 714).
2.4.2.2 18L/36R 跑道中线以东区域：A0、A1、E0-E8、G、G0-G7、H、H0-H2、H4-H7、J、J1、J2 (T5 以北)、J3 (T5 以北)、J4、J5 (951 机位以南)、J6 (955 机位以南)、K、K0-K7、Q0-Q9、T1-T6、U2-U4、Y1、Y2、Y3 (J1 以西)、Y4、Y5、Y6 (J4 以东)、Y7 (S7 以南)、Y8 (H 与 932 机位之间)、Y9 (J 与 938 机位之间)。	2.4.2.2 East part of RWY 18L/36R: A0, A1, E0-E8, G, G0-G7, H, H0-H2, H4-H7, J, J1, J2(north of T5), J3(north of T5), J4, J5(south of stand Nr. 951), J6(south of stand Nr. 955), K, K0-K7, Q0-Q9, T1-T6, U2-U4, Y1, Y2, Y3(west of J1), Y4, Y5, Y6(east of J4), Y7(south of S7), Y8(BTN H and stand Nr. 932), Y9(BTN J and stand Nr.938).
2.4.2.3 限制运行滑行道	2.4.2.3 TWYs with operation limits

运行 A380、B747-8、AN124 的滑行道/TWYs for A380, B747-8 and	受限的滑行道/TWYs with operation limits	受限类型/Limit type
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AN124 taxiing		
Y1(BTN T2 & G1)	Y2(BTN T2 & G1)	Wingspan for A/C ≤ 52m
Y2(BTN T2 & G1)	Y1(BTN T2 & G1)	Wingspan for A/C ≤ 52m
Y1(south of G1)	Y2(south of G1)	A/C forbidden to taxiing
Y2(south of G1)	Y1(south of G1)	A/C forbidden to taxiing
Z3(BTN M7 & F2)		A380, B747-8 and AN124 taxiing speed ≤ 20km/h
F4(west of Z3)		B747-8 taxiing speed ≤ 20km/h
F(south of W2), F0, F1, F4(west of Z3), F7(west of Z3), W0, Z0(BTN F0 & HP14), Z3(south of F2), Z9(BTN F7 & stand Nr.714)		only B747-8 taxiing

2.4.3 停机位

A380: 507-509、701、702、931、932、938、939、951、955、M01、M02;

B747-8: 308、403、405、410、507-509、530、531、536、701、702、709、710、931、932、938、939、951、955、M01、M02、N104-N106、N109、N205-N207、N214;

AN124: N205、N206。

2.4.4 A380、B747-8、AN124 在首都机场运行，除按管制员指令或引导车引领的路线滑行外，还应：

a. 进港航空器，应在脱离跑道后将外侧发动机（1号、4号发动机）置于怠速状态；

2.4.3 Stands:

A380: 507-509、701、702、931、932、938、939、951、955、M01、M02

;

B747-8: Nr. 308, 403, 405, 410, 507-509, 530, 531, 536, 701, 702, 709, 710, 931, 932, 938, 939, 951, 955, M01, M02, N104-N106, N109, N205-N207, N214;

AN124: Nr. N205, N206.

2.4.4 When operating within the above area, A380, B747-8, AN124 shall taxi following ATC instructions or follow-me vehicle, and shall obey the followings:

a. Arrival aircraft shall keep the outboard engines(Nr. 1 and Nr. 4) in idle state after vacating RWY.

b. 出港航空器，应使外侧发动机（1号、4号发动机）置于怠速状态，直至进入跑道。

b. Departure aircraft shall keep the outboard engines(Nr. 1 and Nr. 4) in idle state until entering RWY.

2.4.5 A380、B747-8、AN124 转弯滑行限制

2.4.5 Rule for A380, B747-8 and AN124 taxi-turning

	滑行道/TWY	航空器转弯限制/Taxi-turning limits for A/C
West part of RWY 18L/36R	W2	Turning south to TWY F is forbidden
	A0	Turning to TWY F is forbidden
	A1	Turning south to TWY F is forbidden
	F4	Turning north to TWY F from east to west is forbidden
	M4	Turning to TWY F from east to west is forbidden
	S6	Turning north to TWY F from east to west is forbidden Turning to TWY F from west to east is forbidden
East part of RWY 18L/36R	S7	Turning to TWY F from west to east is forbidden
	A0, A1	Turning to TWY G is forbidden
	G0	Turning to TWY Y1 is forbidden

2.5 机场冲突多发地带运行要求

2.5 Hot spot procedure

2.5.1 机场区冲突多发地带位置见 ZBAA AD2.24-1A,2A/2B。

2.5.1 Refer to ZBAA AD2.24-1A, 2A/2B.

For the purpose of reducing errors that lead to ground

为减少运行差错,降低地面冲突和跑道入侵事件的发生概率,在机场活动区内运行的航空器需严格按照下述的要求运行。

HS1: Z2 滑与 F 滑交叉区域

航空器自 Z2 向东滑行转向 F 时, 注意避免误入 W5.

HS2: S4 滑与 F 滑交叉区域

航空器自 S4 向东滑行转向 F 时, 注意避免误入 W9.

HS3: RWY18L/36R 与 A8, A9 交叉区域

落地航空器不得使用 A8, A9 脱离跑道; 起飞航空器不得使用 A8, A9 进入跑道。由 Z4, M 加入 F 的航空器, 避免误入 A8, A9; 由 H6, H7 加入 G 的航空器, 避免误入 A8, A9。

HS4: RWY18L/36R 与 A0, A1 交叉区域

落地航空器不得使用 A0, A1 脱离跑道; 起飞航空器不得使用 A0, A1 进入跑道。由 F2, F3 加入 F 的航空器, 避免误入 A0, A1 穿越道; 由 T1, T2 加入 G 的航空器, 避免误入 A0, A1 穿越道。

HS5: M, Z4, D3 交叉区域

航空器自 Z4, M 向东滑行转入 D3 过程中, 注意不得过早转弯误入 817,816 机位。

HS6: W3 和 A1 之间的 F 滑区域

conflicts and RWY incursions, aircraft operating within the maneuvering area must follow the requirements below:

HS1: INTERSECTION OF TWYs Z2 AND F

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

HS2: INTERSECTION OF TWYs S4 AND F

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

HS3: INTERSECTION OF RWY18L/36R, TWYs A8 AND A9

Arrival aircraft must not exit RWY via A8 and A9; Departure aircraft must not enter RWY via A8 and A9. Aircraft taxiing from Z4/M to F shall avoid entering A8/A9 by mistake; Aircraft taxiing from H6/H7 to G shall avoid entering A8/A9 by mistake.

HS4: INTERSECTION OF RWY18L/36R, TWYs A0 AND A1

Arrival aircraft must not exit RWY via A0 and A1. Departure aircraft must not enter RWY via A0 and A1. Aircraft taxiing from F2/F3 to F shall avoid entering A0/A1 by mistake; Aircraft taxiing from T1/T2 to G shall avoid entering A0/A1 by mistake.

HS5: INTERSECTION OF TWYs M, Z4 AND D3

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

HS6: TWY F BTN TWY W3 AND A1

在 18L 跑道落地的航空器经 W3 脱离时不要在此区域停留,避免与从 A1 穿跑道至西区的航空器产生冲突。	RWY18L in use: after vacating RWY18L via W3,aircraft shall leave the area of HS6 as quickly as possible, otherwise a conflict may occur with the aircraft crossing RWY18L via A1 from E to W.
HS7: Z8 和 Z9 之间的 M7 滑 Z8 滑行道仅供翼展 36 米以下航空器使用, 因此沿 Z9-M7-Z8 路线滑行的航空器受此限制。翼展大于此限制的航空器(除停靠 212 机位的航空器)不得进入 Z9 滑以西的 M7 滑。	HS7: TWY M7 BTN Z9 AND Z8 The wing span limits for TWY Z8 is 36m, which result in the taxi route Z9-M7-Z8 is only available for the aircraft with wing span less than 36m (except the aircraft parking on stand Nr.212).Aircraft with wing span more than 36m shall avoid entering the area of HS7.
HS9: Z9 南端与 Z0 北端交汇区域 航空器自 Z0 向北滑行时,应主动避让 Z9 上向南滑行的航空器, 同时避免影响与 Z3 交叉的 Z0。	HS9: INTERSECTION OF TWY Z9 AND Z0 Aircraft taxiing northward via TWY Z0 shall avoid the aircraft taxiing southward on TWY Z9 and the aircraft taxiing on TWY Z0 that connect with TWY Z3.
HS10: M5、F、W5 交叉区域 航空器经 F 向南滑行经此区域时避免误入 W5; 航空器经 M5 右转加入 F 向南滑行时, 避免误入 W5。	HS10: INTERSECTION OF TWY M5 ,TWY F AND W5 Aircraft taxiing southward via TWY F shall avoid entering TWY W5 by mistake; When aircraft turning from TWY M5 to TWY F and taxiing southward shall avoid entering TWY W5 by mistake.
HS11: M4 以北的 W6 与 M3-M4 间 F 围成的区域 在该三角区域内, 不具备在 F 滑和 W6 滑上同时运行航空器的条件。经 F 滑行的航空器应在该区域以外避让从 W6 脱离的航空器。向北运行时, F 上滑行与拖行的航空器应避免在此区域停留等待。	HS11: INTERSECTION OF TWY W6 NORTH OF TWY M4 ,TWY F BTN TWY M3 AND M4 Aircraft taxiing simultaneously on TWY F and TWY W6 shall be forbidden. Aircraft taxiing on TWY F shall keep away from this area to avoid the aircraft vacating from TWY W6. Aircraft taxiing northward on own power or by tow car shall avoid staying at this area.

- HS12: M4、Z18、M5 交叉区域
Z18 仅用于航空器推出，航空器经 Z18 滑出时，在 M4 或 M5 转弯前需观察 Z3 上的航空器，避免冲突。
- HS12: INTERSECTION OF TWY M4, TWY Z18 and TWY M5
TWY Z18 only AVBL for aircraft be pushed back. While turning to TWY Z3 from TWY M4 or TWY M5, aircraft shall observe TWY Z3 before turnning and avoid any conflicts.
- HS13: Y2 南端与 Y1 交叉区域
G1 以南的 Y1 与 Y2 滑行道间距逐渐缩小最终交叉，禁止 G1 以南的 Y1 与 Y2 同时有航空器运行。
- HS13: INTERSECTION BTN TWY Y2 AND TWY Y1
Aircraft taxiing simultaneously on TWY Y1 south of TWY G1 and TWY Y2 south of TWY G1 shall be forbidden.
- HS14: 航空器在 S5 滑行时，应避免在 HP21 点的区域长时间停留，以避免与 P5 脱离的航空器的冲突。航空器在此复杂区域运行时需格外小心，S4 滑行道由东向西运行，航空器由西向东滑行应避免错误加入 S4 滑行道，而形成对头冲突。
- HS14: Aircraft taxiing on S5 shall leave the area of HP21 as quickly as possible to avoid conflict with aircraft vacating rapid exit taxiway P5. Aircraft taxiing through this area shall observe cautiously. TWY S4 is operated westbound. Aircraft from west to east shall avoid entering S4, otherwise a conflict may occur.
- HS15: 此区域内的 W9 属于 18L 跑道的临界区，未得到管制员的许可，航空器不得进入 W9 滑行道。
- HS15: TWY W9 is in ILS critical area of RWY18L. Aircraft shall be forbidden to enter W9 without authorization.
- HS16: 此区域内的 W0 属于 36R 跑道的临界区，未得到管制员的许可，航空器不得进入 W0 滑行道。
- HS16: TWY W0 is in ILS critical area of RWY36R. Aircraft shall be forbidden to enter W0 without authorization.
- HS17: 航空器在此复杂区域运行时需格外小心，T5 滑行道由东向西运行，航空器由西向东滑行应避免错误加入 T5 滑行道，而形成对头冲突。
- HS17: Aircraft taxiing through this area shall observe cautiously. TWY T5 is operated westbound. Aircraft from west to east shall avoid entering T5, otherwise a conflict may occur.
- HS18: 航空器在此复杂区域运行时需格外小心，T6 滑行道由西向东运行，航空器由东向西滑行应避免错
- HS18: Aircraft taxiing through this area shall observe cautiously. TWY T6 is operated eastbound. Aircraft

误加入 T6 滑行道，而形成对头冲突。

from east to west shall avoid entering T6, otherwise a conflict may occur.

2.6 红色停止排灯的使用

2.6 Use of red stop bars

2.6.1 红色停止排灯亮起时，航空器、车辆及人员禁止穿越停止排灯；

2.6.1 When a stop bar is illuminated, any crossing is prohibited.

2.6.2 红色停止排灯熄灭且收到管制员进入或穿越跑道指令，方可穿越停止排灯。

2.6.2 When a stop bar is extinguished, crossing is allowed upon ATC clearance.

2.6.3 当红色停止排灯熄灭，而其后的绿色滑行道中线灯没有亮起时，或停止排灯指示和塔台管制员许可不一致时，不得穿越停止排灯，并通报塔台管制员，在重新确认指令后方可按新的管制指令执行。

2.6.3 When a stop bar is extinguished but the center line 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.

2.6.4 当红色停止排灯因故不能熄灭时，管制员可发布如下指令指挥航空器穿越红色亮起的停止排灯：

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

a.管制员：(航空器呼号) 停止排灯不可用，从(滑行道编号) 穿越红色亮起的停止排灯。

a. Controller: (AC ID) stop-bar unserviceable, cross red stop-bar at (taxiway number).

航空器驾驶员：从(滑行道编号) 穿越红色亮起的停止排灯，(航空器呼号)。

Pilot: Cross red stop-bar at (taxiway number), (AC ID).

b.管制员：(航空器呼号) 停止排灯不可用，从(滑行道编号) 穿越红色亮起的停止排灯进跑道(跑道编号)。

b. Controller: (AC ID) stop-bar unserviceable, cross red stop-bar, via (taxiway number) line up runway (runway number).

航空器驾驶员：从(滑行道编号) 穿越红色亮起的停止排灯进跑道(跑道编号)，(航空器呼号)。

Pilot: Cross red stop-bar, via (taxiway number) line up runway (runway number), (AC ID).

2.7 离场飞行的航空器，在推出开车前必须联系机场放行管制申请放行许可。空中交通管制放行许可的申请不早于发动机开车前 20 分钟进行；

2.7 Departing aircraft shall contact Aerodrome Delivery Control for departure clearance not earlier than 20 minutes prior to push-out for engine start-up;

3. 机坪和机位的使用

3. Use of aprons and parking stands

3.1 3-5 号坪提供泊位引导系统服务, 其余机位采用人工引导入位;

3.1 Docking guidance system is available for stands at aprons Nr.3-5, marshaller is available for other stands;

3.2 引导要求

3.2 General rules for guidance

3.2.1 在 251、252、261-263、816、817、951-958、W103-W107 号机位停靠的航空器可自行滑出, 在其它停机坪停靠的航空器须由牵引车推出; 航空器须由牵引车拖拽进离 636-640 号公务机位, 严禁自滑入位;

3.2.1 The aircraft parking at stands Nr. 251, 252, 261-263, 816, 817, 951-958, W103-W107 may taxi out on its own power; Aircraft parking/docking at other aprons need to be pushed-back by tow tractors; Aircraft parking at business stands Nr.636-640 shall taxi in or be pushed back by tow tractors, taxiing in these stands by its own power is strictly forbidden.

3.2.2 仅供航空器停放的机位

3.2.2 Stands only parking for aircraft

停机位/Stands	使用规则/Operational rules
264, 267, 268, 622-625, 630-640, N110, N124, N128, N214, W101, W206, W301, W306, W501-W511, W612-W623	1. Aircraft shall taxi in and be pushed back by tow tractors, taxiing in and out by its own power is strictly forbidden; 2. These stands are only available for aircraft parking, ground support activities such as passengers embarkation and disembarkation, refueling, cargo loading and unloading is forbidden.

3.2.3 本场设立了多个推出等待点 (PB) , 详见 AD2.24-2A/2B;

3.2.3 Push-back holding points (PB) are established, Refer to AD2.24-2A/2B for details;

3.3 机位使用限制

3.3 Limits for aircraft parking on the following stands:

3.3.1 航空器翼展限制

3.3.1 Aircraft wingspan limits

3.3.1.1 近机位

3.3.1.1 Bridge stands

停机位/Stand	航空器翼展限制/ Wing span limits for aircraft
Nr. 507-509	80m
Nr. 308,403,405, 410, 530, 531, 536	69m
Nr. 107, A113, 208, 210, 212, 214, 217, 219, 220, 221, 224, 301-303, 307, 331, 335-337, 401, 406-409, 411, 413, 510-514, 516, 518, 520, 521, 523, 525, 526, 528, 529, 532, 535	65m
Nr. A106, 223, 233	61m
Nr. 515, 517, 519, 522, 524	52m
Nr. 207	44m
Nr. 209	42m
Nr. 103, 104, 108, 110, 111, 114-116, 205, 206, 211, 213, 215, 216, 218, 225-232, 234-240, 304-306, 309-330, 332-334, 501-506, 527, 533, 534	36m

3.3.1.2 远机位

3.3.1.2 Remote stands

停机位/Stand	航空器翼展限制/Wing span limits for aircraft
Nr. 701, 702, 931, 932, 938, 939, 951, 955, M01, M02	80m
Nr. N205, N206	74m
Nr. 709, 710, N104-N106, N109, N207, N214	69m
Nr. 254, 361, 455, 463, 561, 565, 603,608-612, 703, 704, 706-708, 807-811, 933, 934, 936, 937, 952-954, 956-958, M03, M05, M07, M09, M10, N103, N107, N108, N202-N204, N208-N211, W105, W107, W109, W111, W205, W207-W210, W308-W311	65m

Nr. 554, 555, 563, 602, W103, W104	61m
Nr. M04, M06, M08, N101, N102, N201	52m
Nr. 802, 804, W203, W204	51m
Nr. 253, W202	48m
Nr. 803, 805	45m
Nr. W201	42m
Nr. 351-360, 451-454, 456-462, 464-466, 551-553, 556, 558-560, 562, 564, 636-640, 711-714, 722-726, 731-735, 801, 806, 812-821, 935, 940, M11, N104L/R, N105L/R, N106L/R, N110, N121-N128, N212, N213, W101, W106, W108, W110, W112, W113, W206, W301-W307	36m
Nr. 251, 252, 727, 729	32m
Nr. 626, 728, 730	31m
Nr. 622-625, 627, 628, 630-635	29m
Nr. 721	28m
Nr. 261-264, 267, 268, 629	24m

3.3.1.3 公务机机位:

可容纳停车场公务机 45 架，具体停放限制如下:

3.3.1.3 Limits for business aircraft parking on the

following stands:

停机位/Stand	航空器翼展限制/ Wing span limits for aircraft
Nr. 636-640, N121-N128, N104L/R-N106L/R	36m
Nr. 626, 728, 730	31m
Nr. 251, 252, 622-625, 627, 628, 630-635, 727, 729	29m

Nr. 261-264, 267, 268, 269	24m
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3.3.2 航空器不能同时使用的机位:

3.3.2 Pair of stands forbidden to use simultaneously:

使用机位/The stand in use	不能同时使用的机位/The stands forbidden to be used	使用机位/The stand in use	不能同时使用的机位/The stands forbidden to be used
N104	N104L and N104R	N104L or N104R	N104
N105	N105L and N105R	N105L or N105R	N105
N106	N106L and N106R	N106L or N106R	N106
W622	W622L and W622R	W622L or W622R	W622
W623	W623L and W623R	W623L or W623R	W623

3.4 发动机试车, 须经航空公司机务代理向首都机场飞行区管理部运行监控室申请并获得许可后, 在指定的地点进行。严禁在廊桥附近、客机坪和滑行道上试大车;

3.4 The maintenance agency of the airlines should ask for the clearance of engine run-ups from Aircraft Operation Control Center of Aerodrome (AOCC, tel: 64535867 or 64535868), and it shall be carried out at a designated location. Fast engine run-ups in the vicinity of boarding bridges, on apron or TWYs are strictly forbidden;

3.5 APU 替代设施 (含 400Hz 电源和地面空调设备) 使用要求

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

3.5.1 为降低碳排放及噪音, 航空器停靠 103、104、107-111、114-116、205-240、301-337、401、403、405-411、413、451-466、501-536、551-556、558-565、701-704、711-714、721-735、818-821、931-940、N101-N110、N121-N128、N201-N213、W201-W210、

3.5.1 For reducing carbon emission and noises, aircraft parking on stands Nr. 103, 104, 107-111, 114-116, 205-240, 301-337, 401, 403, 405-411, 413, 451-466, 501-536, 551-556, 558-565, 701-704, 711-714, 721-735,

- W301-W311 机位时，须按照“应用尽用”原则要求，关闭航空器 APU，接驳 400Hz 电源和地面空调设备。
- 818-821, 931-940, N101-N110, N121-N128, N201-N213, W201-W210, W301-W311 shall follow the principle of 'use as much as possible', turn off APU, and connect 400Hz power unit and ground air conditioner system.
- 3.5.2 除以下特殊情况外，航空器在上述机位停靠期间禁止使用 APU：
- 3.5.2 Except for the following special situation, aircraft is forbidden to use APU during parking at above stands:
- 3.5.2.1 所停靠机位不能提供有效的 400Hz 电源和地面空调设备服务；
- 3.5.2.1 400Hz power unit and ground air conditioner systems is unserviceable;
- 3.5.2.2 航空器因启动发动机而需开启 APU；
- 3.5.2.2 Aircraft needs APU to start up engine;
- 3.5.2.3 航空器进行 APU 的维修检测活动；
- 3.5.2.3 APU is under maintained;
- 3.5.2.4 遇到影响航班安全、正常运行的特殊情形，例如极端天气等有关情况。大风情况下（以首都机场启动大风预警为准），停止使用地面空调。已连接飞机的设备立即撤除。雷电天气下（以首都机场启动雷电预警为准）不进行地面电源、空调设备接驳撤除操作。
- 3.5.2.4 In case of exceptional circumstance influencing the regularity and safety of operation, such as extreme weather aircraft can use APU. In case of strong winds (subject to the activation of gale warning at the Beijing Capital Airport), stop using ground air conditioners. The equipment connected to the aircraft shall be removed immediately. In lightning conditions (subject to the lightning warning at Beijing Capital Airport), ground power and air conditioning equipment shall not be connected and removed.
- 3.5.3 为提高 APU 替代设施对接操作效率，首都机场将以“默认对接”方式提供 APU 替代设施操作服务，即在航空器停稳后，接机机务给出允许对接手势（手势含义同时包括对接登机桥或客梯车、APU 替代设施接驳许可）后开始设备对接操作。
- 3.5.3 In order to improve the efficiency of APU alternative docking operation, Beijing Capital Airport will provide APU alternative operation service by "default docking", i.e. after the aircraft has stopped, the Maintenance personnel will give the permission to dock and start the equipment docking operation (the meaning of the gesture also includes the permission to dock the

3.6 机翼照明灯和地面滑行灯的使用:	boarding bridge or mobile aircraft landing stairs, APU alternative docking facility). The docking operation will begin after the aircraft has stopped.
3.6.1 A330-200 型航空器后舱门与廊桥对接期间, 禁止开启机翼照明灯; 如需开启机翼照明灯, 须向机场运行监控指挥中心 (TAMCC,电话: 64535801, 传真: 64531114) 提出申请, 待廊桥撤离后, 方可开启灯光;	3.6 Rules for Wing Lights and Taxi Lights: 3.6.1 Wing Lights of A330-200 aircraft are forbidden to turn on while rear door connecting with air bridge; contact Terminal Airfield Management Control Center (TAMCC, tel: 64535801, fax: 64531114) for the clearance of turning on the Wing Lights and conduct after the air bridge retracted;
3.6.2 地面操作人员完全撤离地面滑行灯前方后, 方可开启地面滑行灯;	3.6.2 Taxi Lights are forbidden to turn on unless the ground personnel have evacuated from the front of the Taxi Lights;
3.7 314-324 号机位的停机线至机尾安全线之间的区域存在能量为+5.4087°至-55.5524°磁偏角 D 空间分布异常。航空器推出至后方滑行道时罗盘恢复正常;	3.7 The abnormality of distributing of magnetic declination D space is +5.4087°to -55.5524°, which located in space between stands line of Nr.314-324 and safety line of tail. Aircraft compass return to normal until aircraft are pushed back to the relative TWY;
3.8 机场机坪运行管理规定	3.8 Apron operations rules
3.8.1 18L/36R 跑道以东全部投用的停机位及相邻滑行道 (具体滑行道包括: Y1 滑行道 (不含 G 与 H 之间段), G0 以南的 G 滑行道, Y4 滑行道 (不含 J 与 K 之间段), K0 以南的 K 滑行道, G0-G2、K0-K2、Y2、Y5 滑行道全段, J (不含) 与 Y2 之间的 T1 滑行道, Y5 与 H (不含) 之间的 T2 滑行道, J (不含) 与 Y1 之间的 T3 滑行道, Y4 与 H (不含) 之间的 T4 滑行道, J1 (不含) 以东的 Y3 滑行道, J4 (不含) 以西的 Y6 滑行道, J5、J6、Y8、Y9 滑行道全段,	3.8.1 APN control implements in area east of RWY18L/36R including all the parking stands and adjacent TWYs (Y1(excludes segment BTN G and H), G(south of G0), Y4(excludes segment BTN J and K), K(south of K0), G0-G2, K0-K2, Y2, Y5, T1(BTN J(excluded) and Y2), T2(BTN Y5 and H(excluded)), T3(BTN J(excluded) and Y1), T4(BTN H(excluded) and Y4), Y3(east of J1(excluded)), Y6(west of J4(exclude)), J5, J6, Y8, Y9, Y7(north of H1(included)), H(north of

H1 (含) 以北的 Y7 滑行道, H1 (含) 以北的 H 滑行道, H0 滑行道, Y7 与 H 之间的 H1 滑行道, U2 (不含) 以北的 J 滑行道) 实施机坪运行管理; 本场一号航站楼近机位、二号航站楼近机位、2 号坪远机位、6-8 号坪、N1 坪、N12 坪、W1-W3 坪、W5 坪、W6 坪及上述停机位相邻滑行道 (具体滑行道包括: Z6 (含) 与 M7 (含) 之间的 F 滑行道, S4 (含) 以北的 F 滑行道, Z3、Z4、Z6 滑行道全段, D3 (含) 以东的 M 滑行道, F (含) 与 HP7 之间的 Z2 滑行道, D1-D8 滑行道全段, F (含) 以西的 M3-M7 滑行道, F 以西的 F3/F4/F7 滑行道, C1、C2、M0、M1、S3、S4、HP21 以东的 S5、S6、S7、Z0、Z1、Z7-Z10、Z12、Z15、Z16、Z18 滑行道全段, W5 和 W6 坪内滑行道) 实施机坪运行管理。北京机坪 (APN) 负责该区域航空器推出开车、滑行和其他涉及航空器运行的指挥工作。

3.8.2 18L/36R 跑道以东 (不含 N2 坪) 为东区机坪管制区域, T2 滑行道(含)以南为东区机坪管制“APN01”区, T2 滑行道(不含)以北为东区机坪管制“APN02”区。

18L/36R 跑道以西以及 N2 坪为西区机坪管制区域, 229 机位 (不含) 以北、以西以及 N2 坪为西区机坪管制“APN03”区, 229 机位 (含) 以南为西区机坪管制“APN04”区。

3.8.3 机坪运行管理范围内离港航空器推出开车滑行:

- a. 航空器向北京放行(DEL)申请放行许可;
- b. 航空器准备完毕,经北京放行(DEL)同意后,向北京

机坪(APN)申请推出开车许可;

c.离港航空器首次联系北京机坪(APN)时,机组应向机坪运行指挥员通报停机位编号;

d.航空器取得北京机坪(APN)许可后方可推出开车,推出时需向北京机坪(APN)证实推出方向或程序,北京机坪(APN)发布许可指令后,机组应在 5min 之内执行;超过 5min 仍未推出开车视为指令失效,机组需要重新申请推出开车;

e.航空器推出开车后,向北京机坪(APN)申请滑行许可。

3.8.4 机坪运行管理范围内进港航空器滑行:

航空器进入机坪前,联系北京机坪(APN)取得停机位信息,并申请进一步滑行许可。

3.9 航空器除冰规定

3.9.1 一般要求:根据不同运行情况,首都机场采用机位除冰和定点除冰两种除冰模式,机组如需确认除冰模式可联系本公司运控或塔台。

3.9.2 首都机场启动定点除冰时,采用定点除冰为主,机位除冰为辅的模式,机组如需确认除冰模式可联系本公司运控或塔台。

3.9.3 航空器定点除冰流程

3.9.3.1 确定除冰需求并说明:有除冰需求的航空器在申请放行许可前告知公司运控,需向放行席说明有除冰需求。

when aircraft standby.

c. Flight crew shall inform parking stands Nr. to controller on the initial contact with APN.

d. Aircraft shall push-back and start-up after APN clearance. When push back, verify pushing-back direction and/or pushing-back procedures with APN. Aircraft shall follow the APN instructions within 5 minutes or re-apply the clearance if not fulfill in time.

e. Obtain taxiing clearance from APN after pushing back.

3.8.4 Within APN control area, arrival aircraft taxiing shall:

Within apron operation control areas, arrival aircraft shall contact APN for stands information and further taxiing clearance before entry apron.

3.9 Aircraft deicing rules

3.9.1 General rules: Two ways of deicing depending on different situations: deicing at designated location and deicing at parking stands. Aircrew shall contact TWR or AOC to confirm deicing ways.

3.9.2 When deicing at designated location implemented, it is the mainly way for deicing. Aircrew shall contact TWR or AOC to confirm deicing ways.

3.9.3 Procedures of deicing at designated location

3.9.3.1 Deicing demand: Before applying for delivery clearance, aircraft with deicing demand shall report to AOC, then report to Delivery the deicing demands.

3.9.3.2 推出滑行:按管制单位指令推出并滑行至对应的除冰等待点。

3.9.3.2 Push-back and taxi: aircraft shall follow ATC instructions to push-back and taxi to deicing holding position.

3.9.3.3 除冰等待

3.9.3.3 Deicing holding

a.除冰等待点: 本场共设置 12 个除冰等待点(详见航图手册停机位置图)

Deicing holding position: there are 12 deicing holding positions (refer AD2.24-2A/2B)

起飞跑道 RWY	对应除冰区域 Corresponding Deicing Areas	等待位置编号 Holding position Nr.	是否具备灯光引导 Light guidance is available	排队区域 line-up
36L	Nr.1 deicing area (W211-W213)	11	Yes	TWY Z2(east of TWY Z7)
		12	Yes	TWY D1(north of TWY C1)
36R	Nr.2 deicing area (706-710)	21	Yes	TWY Z9(south of TWY F4)
		23	Yes	TWY Z3(north of TWY F7)
36R	Nr.3 deicing area (G1,G2,371-373)	31	Yes	TWY Y2(south of TWY G1)
		32	Yes	TWY Y2(north of TWY U6)
01	Nr.4 deicing area (K1,K2,381,382)	41	Yes	TWY Y5(south of TWY K1)
		42	Yes	TWY Y5(north of TWY U9)
18L/18R	Nr.7	71	Yes	TWY D4(south of

	deicing area (W103-W107)			TWY S4)
		72	Yes	TWY S4(east of TWY D4)
18L	Nr.8 deicing area (951-954)	81	Yes	TWY H(south of TWY J5)
19	Nr.9 deicing area (955-958)	91	Yes	TWY J(south of TWY J6)

b.具备灯光引导除冰等待点设置有灯光引导提示牌，提示牌设置在等待的航空器左侧或右侧，当提示牌显示“flight number, FOLLOW THE LIGHT”时，航空器跟随灯光引导进入除冰位。

c.如除冰等待点的灯光引导无法提供使用，等待的航空器跟随引导车，引导进入除冰位。

3.9.3.4 航空器到达除冰等待点后，机组将一部 VHF 设备转频至 128.2MHz（适用于 1 号、2 号、7 号除冰区使用）/127.025MHz（适用于 3 号、8 号除冰区使用）/126.225MHz（适用于 4 号、9 号除冰区使用），并通过 VHF 设备与慢车除冰指挥员建立联系，向慢车除冰指挥员确认除/防冰需求。

3.9.4 定点除冰模式

3.9.4.1 首都机场原则上在定点除冰坪仅执行慢车除冰，且可执行慢车除冰的航空器默认执行慢车除冰，

b.Deicing holding position with light guidance is set up with a light guidance sign, which is set on the left or right side of the waiting aircraft. Aircraft shall follow the light to the deicing stands when "flight number, FOLLOW THE LIGHT" is displayed.

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

3.9.3.4 When aircraft arrived deicing holding position, aircrew shall change one VHF equipment to 128.2MHz (for Nr. 1, 2, 7 deicing area) /127.025MHz (for Nr. 3, 8 deicing area) /126.225MHz (for Nr. 4, 9 deicing area), and contact engine idle deicing guide via VHF, then confirm deicing/anti-icing demand with deicing guide.

3.9.4 Mode of deicing at designated location

3.9.4.1 In principle, aircraft shall implement engine idle deicing at the designated location. With airlines's request

如所属航空公司不参与慢车除冰、航空器故障等情况，执行关车除冰，应申请在机位内除冰。

3.9.4.2 可执行慢车除冰的机型有：B737、A310、A318、A319、A320、A321、EMB190/195、B757、B767、A330、A350、B777、B787。

3.9.5 慢车除冰流程

3.9.5.1 引导入位：机位无引导人员，除冰航空器跟随引导入位后，机组注意观察左侧地面的“STOP”停止标志（位于中线左侧 10 米处），当“STOP”标志位于左座机组 9 点钟方向时，可刹停航空器，保持慢车状态。

3.9.5.2 除冰准备：航空器入位停好后，设置停留刹车，做好除冰准备。LED 显示内容为“FLIGHT NUMBER, KEEP IDLE PARKING BREAK”。

3.9.5.3 除冰作业：慢车除冰作业期间，机组应保持发动机慢车，禁止移动航空器，并长守慢车除冰频率，LED 信息板显示内容为“FLIGHT NUMBER, KEEP IDLE, DEICING”。如遇紧急情况，机组应立即与慢车除冰指挥员取得联系。

3.9.5.4 除冰结束：慢车除冰结束后，慢车除冰指挥员向机组通报除冰起止时间，机组按需记录并在接到慢车除冰指挥员的转频指令后，将 VHF 设备转频至 APN 频段，通过 VHF 设备申请滑出除冰位。LED 信息板显示内容为“FLIGHT NUMBER, START TIME xx: xx, HOT xx MIN”。当除冰信息通报完毕后，LED

or aircraft failure, engine off deicing can be implemented at stands.

3.9.4.2 Aircraft types applicable for engine idle deicing: B737, A310, A318, A319, A320, A321, EMB190/195, B757, B767, A330, A350, B777, B787.

3.9.5 Procedures of engine idle deicing

3.9.5.1 No marshaller guidance, aircraft shall follow the guidance to the deicing stands. After that, aircrew shall observe the “STOP” sign on the ground at left side(10m left to RCL). When “STOP” sign at the 9 o'clock direction of left pilot, pilot shall brake and keep the engine idle.

3.9.5.2 When aircraft parked already, keep idle, set parking break and do deicing preparations. LED information board shows: “FLIGHT NUMBER, KEEP IDLE PARKING BREAK”.

3.9.5.3 During the engine idle deicing period, aircrew shall keep the engine idle, aircraft is prohibited to get moved, and keep the engine idle deicing frequency on. LED information board shows:“FLIGHT NUMBER, KEEP IDLE, DEICING”. If any emergency, contact engine idle deicing guide immediately.

3.9.5.4 When engine idle deicing completed, deicing guide will inform aircrew the deicing starting and ending time, aircrew record it on demand. After obtained change frequency clearance from deicing guide, contact APN and apply for taxiing out deicing stands. LED information board shows: “FLIGHT NUMBER, START

信息板显示内容为“CONTACT APN”。

TIME xx: xx, HOT xx MIN”. When the information report finished, the LED information board shows: “CONTACT APN”.

3.9.6 除冰注意事项

3.9.6 Notes for deicing

3.9.6.1 航空器进入除冰位时,请机组注意观察机头方向保障人员;航空器离位时,请机组注意控制发动机油门,防止尾流对附近保障人员和设备造成伤害。

3.9.6.1 Aircrew shall control the throttle carefully, avoiding the exhausted gas causing damage to support personnel and equipment, when aircraft exit the deicing stands.

3.9.6.2 本场有部分定点除冰位与运行机位重合,入位除冰位时,关注地面上对应除冰位的入位标志,该标识与正常机位入位标志不同,标志底色为红色,文字为黄色,文字内容为:“DEICING XXX”。滑行时注意确保准确进入正确的除冰位。

3.9.6.2 Some parking stands also use as deicing stands. Aircraft shall pay attention to the marking “DEICING XXX” written in yellow with red background, when taxi into the deicing stand. The marking is different from normal stands. Make sure taxi into the correct deicing stand.

3.9.6.3 慢车除冰过程中,机组发现无法通过甚高频通信工具与除冰指挥员联系时,应立即关闭航空器发动机,并开启机上全部灯光作为信号,提示除冰指挥员。

3.9.6.3 During the engine idle deicing period, if aircrew fail to contact with the personnel via VHF, aircrew shall turn off engine and turn on all the lights on the aircraft to inform the de-icing guide.

3.9.6.4 慢车除冰过程中,若机组关闭了航空器发动机,则按除冰指挥员指令进行关车除冰作业。

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

3.9.7 APU 故障航空器除冰

3.9.7 APU failure aircraft deicing

3.9.7.1 若需关车除冰的航空器已知 APU 故障,机组须在推出前向塔台进行说明并联系本公司运控申请机位除冰及除冰车。

3.9.7.1 Aircraft planning to implement engine off deicing, if APU failure detected, aircrew shall report to TWR before pushed-back and contact AOC to apply for deicing at parking stand and deicing vehicle.

3.9.7.2 计划参与慢车除冰航空器, APU 故障不影响执行定点除冰。

3.9.7.2 Aircraft planning to implement engine idle deicing, deicing at designated location does not affected

3.9.7.3 若在定点除冰期间突发 APU 故障，机组应立即向除冰指挥员进行说明，按照机务建议操作。

by APU failure.

3.9.7.3 When APU fails during deicing at designated location, aircrew shall report to de-icing guide immediately, and operate with suggestions.

4. 低能见度运行

4. Low visibility operation

4.1 低能见度运行

4.1 LVP

4.1.1 跑道使用

4.1.1 Use of runways

4.1.1.1 36R 和 01 号跑道满足低能见度 II 类运行标准，36R 跑道满足低能见度 IIIA 类运行标准；

4.1.1.1 RWY36R and RWY01 meet LVO CAT II operating standards, and RWY36R meets the LVO CAT IIIA operating standards;

4.1.1.2 当机场能见度 (VIS) 小于 800m 或任一可实施低能见度运行跑道的跑道视程 (RVR) 小于 550m, 或云底高低于 60m 时, 华北空管局塔台将启动低能见度运行程序; 当 36R 跑道视程 RVR 数值低于 300m, 且气象部门预测有持续降低的趋势时, 华北空管局塔台根据运行需要启动 IIIA 类运行, 按照如下规则选用跑道:

4.1.1.2 When VIS is less than 800m or RVR of any runway that can implement LVO is less than 550m, or when the ceiling is less than 60m, TWR will implement Low Visibility Operation Procedures; when the RVR of RWY36R is lower than 300m, and shows downward trend, TWR will implemnet CAT IIIA operation and select the runway according to the following rules:

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

4.1.1.3 36R 跑道 IIIA 类运行期间, 除塔台管制员许可

4.1.1.3 During RWY36R implement CAT-III A

外,任何车辆、航空器不得进入 M7 以南的 F 滑,包括 F 滑与 Z3 之间的 F0-F4、F7; T5 以南的 G 滑,包括 G 滑与 H 滑之间的 T1-T4、G3-G7 和 W0、W2-W4、E0-E6、A0、A1 所含区域。

4.1.2 航空器引导

4.1.2.1 在低能见度 II 类运行期间,所有进/离港航空器在本场滑行,如需要,机组可向塔台申请“FOLLOW ME”引导车引导。

4.1.2.2 在低能见度 IIIA 类运行期间,所有进港航空器在本场滑行,机组须向机坪管制、塔台申请“FOLLOW ME”引导车引导。

4.2 基于平视显示系统(HUD)的起飞

4.2.1 本场 36R 跑道可实施基于使用 HUD 的 RVR150m 起飞,01 跑道可实施基于使用 HUD 的 RVR90m 起飞,须满足以下执行条件:

- a. 航空公司经过局方特殊批准;
- b. 航空公司具备机载 HUD,且经过局方批准;
- c. 机组经过培训,具备资质。

4.2.2 注意事项

4.2.2.1 低能见度运行时,机组须注意收听 ATIS,并审核自身 HUD 能力和天气标准。

4.2.2.2 如机组确定自身具备 HUD 起飞运行能力,应在申请放行许可时向管制部门予以说明。

4.2.2.3 使用 HUD 起飞的航班,地面滑行应按照固定

operation, without any TWR's permission, aircraft are forbidden to enter TWY F(south of M7, including F0-F4, F7 between TWY F and TWY Z3) and TWY G (south of T5, including T1-T4, G3-G7, W0, W2-W4, E0-E6, A0 ,A1 between TWY G and TWY H).

4.1.2 Aircraft guidance

4.1.2.1 During LVO CAT II operation, if needed, arrival and departure aircraft can apply to TWR for follow-me vehicle;

4.1.2.2 During LVO CAT III operation, all arrival aircraft shall apply to APN or TWR for follow-me vehicle ;

4.2 Low visibility take-off based on HUD

4.2.1 RWY36R conducting take-off with RVR 150m based on HUD and RWY01 conducting take-off with RVR 90m based on HUD shall satisfy the following conditions:

- a. Special authorization for airlines;
- b. Special authorization for on-board HUD;
- c. Special authorization for crew members.

4.2.2 Notes:

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

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

4.2.2.3 All aircraft conducting take-off with HUD shall

路线滑行,在地面滑行时须由引导车引导。01/36R 跑 taxi on fixed route and be guided by follow-me vehicle.
 道出港航班地面引导路线: Fixed route for take-off from RWY01/36R:

RWY	RVR	Route
01	RVR≥150m	(TWY J→T3)/T3/T1→TWY K→TWY K(BTN TWY Q1 and TWY Q0); or /T3/T1→TWY Y4→TWY K1 (beyond TWY K)
36R (East)	RVR≥150m	TWY T2/T4→TWY Y1→TWY G0→TWY G0 (beyond TWY G) ; or (TWY H→TWY T4)/T4/T2→TWY G→TWY G(BTN TWY G1 and TWY G0)
36R (West)	RVR≥150m	TWY Z3 (north of TWY Z2)/Z2→TWY F→TWY F (north of TWY W2)/TWY F (north of TWY W0); or TWY Z3 (north of TWY Z2)/Z2→TWY Z3→TWY Z3 (north of TWY F0)
01	RVR≥90m	TWY (J→T3)/T3/T1→TWY K→TWY K(BTN TWY Q1 and TWY Q0)

4.2.2.4 01 跑道使用 HUD 实施 RVR90m 起飞期间,除 4.2.2.4 During RWY01 conducting HUD RVR90m take
 塔台管制员许可外,任何车辆、航空器不得进入 K7 off, without any TWR's permission, aircraft are
 以南的 K 滑,包括 K 滑与 J 滑之间的 T1-T6、K3-K6、 forbidden to enter TWY K(south of K7, including

Y4、Y6 以及 Q0-Q7 所含区域。

T1-T6,K3-K6,Y4,Y6, Q0-Q7 between TWY K and TWY J).

4.2.2.5 航班进入跑道前,机组应根据塔台通报的跑道 RVR 实况决定是否继续出港。如机组决定出港,引导车将脱离;如机组决定滑回,引导车将引导航空器滑回机位。

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

5. 直升机飞行限制, 直升机停靠区

5. Helicopter operation restrictions and helicopter parking/docking area

直升机进、出停机位必须由引导车引导。

Helicopters shall be guided by follow-me vehicle for entry into/exit from parking stands.

6. 警告

6. Warning

6.1 一切飞行严禁进入禁区 ZB(P)801。

6.1 All flights are strictly forbidden to fly into ZB(P)801.

6.2 机场围界全线安装照明灯, 不要将围界照明灯光及机场高速路的灯光误认为跑道灯光。

6.2 Do not mistake the airport freeway lights and airport boundary lights for runway lights.

ZBAA AD 2.21 减噪程序

ZBAA AD 2.21 Noise abatement procedures

1.1 航空器起飞减噪操作程序, 用于起飞爬升阶段, 目的在于确保飞行安全的前提下尽量减少噪音对地面的影响。

1.1 Departure aircraft noise abatement procedures are applied during the takeoff climbing phase, for the purpose of reducing noise hazards to the ground under the precondition of safety.

1.2 北京首都国际机场采用国际民航组织制定的消噪声离场程序 1 (NADP1), 旨在降低起飞跑道末端附近区域的噪音。

1.2 Beijing Capital International Airport use the noise abatement procedure(NADP1 issued by ICAO).

2.1 在保证飞行安全的情况下, 要求所有航空器驾驶员执行以下减噪飞行操作程序:

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

- 2.1.1 在航空器性能允许情况下，尽可能使用减推力起飞。
- 2.1.2 从离场至高度 500m(1600ft)，用起飞推力和起飞襟翼并以 $V_2+20\text{km/h}$ (10kt) 速度爬升；
- 2.1.3 高度达到 500m(1600ft)时，减油门至爬升推力，保持原有襟翼和速度；
- 2.1.4 高度达到 950m(3100ft)时，转为正常航路爬升速度，收襟翼。
- 2.1.1 Under the condition that aircraft performance allows, use the reduced thrust to take-off.
- 2.1.2 From departure to the altitude 500m (1600ft), use take-off power and take-off setting flaps, maintain a climb speed of V_2 plus 20km/h(10kt);
- 2.1.3 At altitude 500m (1600ft), reduce engine power to climb thrust and maintain the original flaps and speed;
- 2.1.4 At altitude 950m (3100ft), complete the transition to normal en-route climb speed and retract flaps.

ZBAA AD 2.22 飞行程序

1. 总则

除经北京进近、进离场或塔台特殊许可外，在北京进近管制区和机场管制地带内的飞行，必须按照仪表飞行规则进行。

2. 起落航线

01/19 跑道在跑道东侧进行，高度 350-500m;18R/36L 跑道在跑道西侧进行，高度 350-650m。

3. 仪表飞行程序

3.1 正常情况下，严格按照航图中公布的进、离场程序和 ENR 中公布的有关规定飞行。如果需要，航空器可在空中交通管制部门指定的航路、导航台或定位点上空等待或做机动飞行。

ZBAA AD 2.22 Flight procedures

1. General

Flights within Beijing Approach Control Area and Aerodrome Control Zone shall operate under IFR unless special clearance has been obtained from Beijing Approach Control, Beijing Arrival/Departure or Tower Control.

2. Traffic circuits

For RWY 01/19, Traffic circuits shall be made to the east of RWY, at the altitudes of 350m-500m; for RWY 18R/36L, traffic circuits shall be made to the west of RWY, at the altitudes of 350m-650m.

3. IFR flight procedures

3.1 On normal conditions, strict adherence is required to the relevant arrival/departure procedures published in the aeronautical charts and the relevant regulations published in subsection ENR2.2.1. Aircraft may, if necessary, hold or maneuver on an airway, over a

3.2 等待

等待程序见标准仪表进场图。

3.3 进场航空器飞行速度限制如下：

3.3.1 飞行高度 6000m 至 3000m(不含)航空器最大飞行表速不得超过 280kt。

3.3.2 飞行高度 3000m 或以下航空器最大飞行表速不得超过 250kt。

3.3.3 五边进近时,航空器应保持 IAS180kt 至距接地点 8NM,应保持 IAS160kt 至距接地点 6NM。如果不能执行,机组应在 IAF 前通知 ATC 可用的速度。

3.3.4 当航空器表速超过上述规定,或者不能执行管制员的速度限制要求时,飞行员应及时通报管制员。

3.3.5 本场 RNAV 进场/离场可用, 机组首次与管制员联络时确认能否执行 RNAV 程序。

4. 雷达程序和/或 ADS-B 程序

4.1 北京终端管制区域内实施雷达管制。航空器最小水平间隔为 5.6km,最小垂直间隔为 300m。

4.2 雷达引导与排序

4.2.1 通常,航空器从 GUVBA、DUGEB、AVBOX、DUMAP、OSUBA 或管制移交点得到进近雷达引导和排序,直至相应的最后进近航迹或目视跑道。

navigation facility or a fix designated by ATC.

3.2 Holding

Holding procedures refer to STAR.

3.3 Speed limitations for arrival:

3.3.1 When flying BTN 6000m and 3000m (exclusive), the IAS of A/C should be no more than 280kt.

3.3.2 When flying at 3000m or below, the IAS of A/C should be no more than 250kt.

3.3.3 When approaching on final course, A/C should keep IAS 180kt until 8NM from the touch down point, and keep IAS 160kt until 6NM from the touch down point. If it can not be implemented, report to ATC the available speed before reaching IAF.

3.3.4 If the above-mentioned speed limitations can not be implemented, report to ATC soon.

3.3.5 RNAV Arrival/Departure is available, advise on initial contact confirm you will comply RNAV procedures.

4. Radar procedures and/or ADS-B procedures

4.1 Radar control within Beijing Terminal Control Area has been implemented. The minimum horizontal radar separation is 5.6km and the minimum vertical radar separation is 300m.

4.2 Radar vectoring and sequencing

4.2.1 Normally, aircraft will be vectored and sequenced from GUVBA, DUGEB, AVBOX, DUMAP, OSUBA or transfer of control points to the appropriate final

- 4.2.2 管制员根据航空器性能或管制规定,发布雷达引导、上升或下降高度及速度调整的指令,使航空器之间保持规定的雷达间隔或尾流间隔,直至相应的最后进近航迹或目视跑道。
- 在繁忙时段,进近管制员会对进场航空器进行雷达引导。雷达引导航迹将不同于公布的进场程序。
- 4.2.2 Taking into account aircraft characteristics or control regulations, instructions about radar vector, ascent/descent altitudes or speed adjustment will be issued for spacing and separating the aircraft so that stipulated radar intervals and wake intervals are maintained, to the appropriate final approach track or to the time when RWY is in sight.
- During rush hour, arrival aircraft will be vectored, radar vectoring track will be different with that of STAR published.
- 4.2.3 离场航空器,将按照公布的离场程序运行;或由管制员雷达引导加入标准离场航线。
- 4.2.3 Departing aircraft shall operate according to SID procedures; or be vectored to join in the standard departure routes by radar controller.
- 4.3 雷达管制规定
- 4.3 Radar control rules
- 4.3.1 有 SSR 应答机的航空器
- 4.3.1 For A/C with SSR transponder
- 4.3.1.1 按照管制员要求开放 A 模式;
- 4.3.1.1 Set to model A as required;
- 4.3.1.2 开放应答机时应同时开放编码和高度,除非管制员另有要求;
- 4.3.1.2 Code and altitude should both set to open, except required by ATC;
- 4.3.1.3 如机组已知应答机故障(包括无显示或显示错误),在进入北京管制区时应主动向管制员报告;
- 4.3.1.3 For A/C with transponder malfunction (including non-display or display error), pilot shall report to ATC controller before entering Beijing APP;
- 4.3.2 无 SSR 应答机的航空器进入北京管制区时,应主动向管制员报告机上未装应答机。
- 4.3.2 A/C without SSR transponder shall report to ATC before entering into Beijing APP.
- 4.4 首都机场实施平行跑道同时仪表运行的规定
- 4.4 Rules for simultaneous operations on parallel runways
- 4.4.1 平行跑道全部实施独立平行离场,为了保障与相邻跑道离场航空器之间的安全间隔,所有使用中间
- 4.4.1 All parallel runways are implement independent parallel departures. In order to keep the safety

跑道（36R/18L）离场的航空器应在起飞后按照标准离场程序(SID)或离场指令飞行，禁止向两侧偏转；所有使用两侧跑道（36L/18R 和 01/19）离场的航空器应在起飞后尽早按照标准离场程序(SID)或离场指令实施转弯，禁止向中间跑道（36R/18L）偏转。

4.4.2 36L/36R/01 号跑道可实施相关平行仪表进近，独立平行仪表离场。若运行条件符合要求，36L、01 跑道实施独立平行仪表进近。

4.4.3 18L/18R/19 号跑道可实施相关平行仪表进近，独立平行仪表离场。

4.4.4 使用同一跑道的航空器间的间隔：

4.4.4.1 使用同一跑道进近的航空器之间的着陆间隔为 12km 或尾流间隔；当使用 36R/18L 跑道时，着陆间隔为 15km 或尾流间隔。

4.4.4.2 离场航空器在开始起飞滑跑时，向同一跑道运行的进场航空器应距跑道入口端 5 公里（含）以上。

4.4.4.3 航空器着陆后应尽快（飞越跑道入口端置完全脱离跑道应在 50 秒内）脱离跑道，如需使用更长的

separation, the aircraft departing from the middle runway (RWY36R/18L) shall follow SID procedure or departure instruction after take-off. And it is forbidden to deflect to both sides. The aircraft departing from RWY36L/18R or RWY01/19 shall follow SID procedure or departure instruction as soon as possible after take-off. And it is forbidden to deflect to the middle runway(RWY36R/18L).

4.4.2 RWY36L/36R/01 may be used for dependent parallel ILS approaches, independent parallel departures. If the operating conditions meet the requirements, RWY36L/01 may be used for independent parallel approaches.

4.4.3 RWY18L/18R/19 may be used for dependent parallel ILS approaches, independent parallel departures.

4.4.4 Separation of aircraft using the same runway:

4.4.4.1 Aircrafts using the same runway for approach and landing shall keep 12km or wake turbulence separation; 15km or wake turbulence separation are required when Aircraft use RWY36R/18L for approach and landing.

4.4.4.2 When departing aircraft begins to conduct take-off run, the aircraft approaching to the same runway shall be not less than 5km from the runway threshold.

4.4.4.3 Landing aircraft shall vacate the runway as soon as possible (within 50 seconds from flying over RWY

时间占用跑道应尽可能在着陆前通知塔台管制员。

THR to vacating the RWY), otherwise inform TWR controller before landing.

4.4.5 航空器驾驶员得到仪表进近的指令后, 尽可能根据机载设备(如 ACAS) 监控周边航空器的运行状态, 并尽最大可能建立目视间隔; 同时在管制员通报其它航空器的相对位置时, 向管制员报告已建立目视间隔。

4.4.5 Upon receipt of approaching clearance, the pilot shall monitor the operating situations of other aircraft 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 aircraft.

4.4.6 当发现航空器进入非侵入区时, 进近或雷达监控管制员会立即通过塔台频率超控塔台管制员的正常指令, 指挥受影响的航空器进行紧急避让。当其它航空器驾驶员听到这样的指挥时, 应尽可能在不影响进近或雷达监控管制员的指令的前提下与塔台管制员进行通信。

4.4.6 When an aircraft is observed penetrating the No Transgression Zone, the approach controller or the final radar monitor controller will override the tower controller on the tower frequency immediately and instruct the aircraft on the adjacent ILS localizer course to avoid the deviating aircraft; at the same time, other pilots listening watch on tower frequency shall avoid unnecessary radio transmissions.

4.4.7 当出现风切变、颠簸、下降气流、强侧风或雷暴天气等可能会加大航空器偏离仪表着陆系统航向道的程度时, 航空器驾驶员应立即向管制员报告。根据收到的机组报告和气象信息, 空中交通管制部门将决定是否终止平行跑道同时仪表进近/离场, 实施隔离平行运行。

4.4.7 Under certain adverse weather conditions (e.g. windshear, turbulence, downdrafts, crosswind or thunderstorm) which might increase ILS localizer course deviations to the extent that safety may be impaired and/or an unacceptable number of deviation alerts would be generated, report the situation to controller immediately. According to the reports and weather information, ATC unit will decide the necessity to terminate the dependent/ independent parallel ILS approaches or independent parallel departures and implement the segregated parallel approaches/departures.

4.4.8 实施相关平行进近时，管制员在指挥航空器转向五边前，会根据流量指挥机组改用另一条落地跑道进近，机组在下降过程中应做好充分准备，如不能接受更改跑道，机组需及时报告，管制员根据空中情况决定航空器是否继续进近。

5. 无线电通信失效程序

5.1 仪表飞行航空器在北京管制空域内发生地空双向无线电通信失效时，参见 AIP GEN3.4.5 中的仪表飞行规则航空器地空双向无线电通信失效通用程序。

5.2 着陆跑道选择

5.2.1 首都机场向北运行时选择 36R 跑道；当 36R 跑道不提供使用时，选择 01 跑道。

5.2.2 首都机场向南运行时选择 18L 跑道；当 18L 跑道不提供使用时，选择 19 跑道。

5.3 飞行路径选择

5.3.1 进港航空器：

沿标准仪表进场程序至着陆跑道 IAF，执行 ILS/DME 仪表进近。

5.3.2 离港航空器如选择返回首都机场落地：

按照标准仪表离场（SID）飞至 SID 终点，就近选择

4.4.8 As dependent parallel approaches in force, before turning onto final, the ATC may conduct the A/C to change to another RWY. If it can not be accepted, flight crew shall report to ATC soon and follow the instructions to continue the approach or not.

5. Radio communication failure procedures

5.1 In case of the aircraft under instrument flight rule with air-ground two-way radio communication failure in Beijing controlled airspace, refer to AIP GEN3.4.5 general procedures for aircraft under instrument flight rule with air-ground two-way radio communication failure.

5.2 Selection of landing runway

5.2.1 RWY36R will be selected when northbound operations; RWY01 will be selected when RWY36R is not in service.

5.2.2 RWY18L will be selected when southbound operations; RWY19 will be selected when RWY18L is not in service.

5.3 Selection of flight path

5.3.1 Arrival aircraft:

Follow the Standard Instrument Arrival(STAR) to the IAF of the landing runway and execute the ILS/DME instrument approach.

5.3.2 If departure aircraft chooses to return to Beijing Capital Airport for landing:

Follow the Standard Instrument Departure (SID) to the

标准仪表进场 (STAR), 从 STAR 起点加入程序至着陆跑道 IAF, 执行 ILS/DME 仪表进近。

建议航空器在各 SID 终点选择的 STAR 起点:

- 1.IDKEX: 右转飞向 OSUBA
- 2.DOTRA: 右转飞向 OSUBA
- 3.MUGLO: 右转飞向 DUMAP
- 4.IGMOR: 右转飞向 DUMAP
- 5.ELKUR: 右转飞向 AVBOX
- 6.RUSDO: 右转飞向 GUVBA
- 7.BOTPU: 右转飞向 GUVBA

6. 目视飞行程序

6.1 首都机场实施目视间隔。在仪表进近程序的最后进近阶段使用目视间隔时, 航空器驾驶员应按照仪表程序进近, 并保持目视判断与其他相关航空器的安全间隔。当航空器进近至决断高度时, 可能会遇到在同一跑道上前面着陆的航空器正在脱离, 或者正在起飞的航空器即将离地的情况。当航空器驾驶员认为必要时, 随时可以复飞并立即通报管制员。

6.2 当首都机场能见度不小于 6km, 云底高不低于

last waypoint of the SID, select the nearest STAR, and join the STAR at its first waypoint to the IAF of the landing runway, then execute ILS/DME instrument approach.

Aircraft are advised to select the first waypoint of STAR at the respective last waypoint of the SID:

1. IDKEX: Turn right and fly to OSUBA
2. DOTRA: Turn right and fly to OSUBA
3. MUGLO: Turn right and fly to DUMAP
4. IGMOR: Turn right and fly to DUMAP
5. ELKUR: Turn right and fly to AVBOX
6. RUSDO: Turn right and fly to GUVBA
7. BOTPU: Turn right and fly to GUVBA

6. Procedures for VFR flights

6.1 Visual separation can be implemented in Beijing Capital international airport. When using VFR separation on the final approach phase of instrument approach procedures, pilot shall follow the instrument approach procedures and keep visualizing to ensure a safety separation with other aircraft. When the aircraft descends to DA, some situations may be observed, such as the preceding aircraft is vacating the same RWY, or the departure aircraft 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.

6.2 When visibility is not less than 6km, ceiling is not

600m 时，首都机场可以发布实施目视进近，管制员可以指挥一条或几条跑道的进港航空器实施目视进近。

6.3 实施目视进近的航空器驾驶员报告看到机场时，航空器驾驶员或者管制员可以提出实施目视进近，并得到对方认可方可实施。

6.4 航空器驾驶员能见另外一架相关航空器并接受目视间隔时，航空器驾驶员应当担负以下责任：

6.4.1 航空器驾驶员应当始终保持目视相关航空器，为保持间隔做必要的速度调整或者机动飞行，并视情将有关操作及时通报管制员。

6.4.2 航空器驾驶员应当操纵航空器避开前机尾流影响区域。

6.4.3 当航空器驾驶员不能看到另外一架相关航空器时，应当及时通报管制员，以便重新配备其它允许的间隔。

6.5 如果航空器驾驶员只看到机场而没有看到前机时，应报告给管制员以便于管制员为前后航空器之间配备雷达或者程序间隔。

6.6 平行跑道上实施同时进近时，空中交通管制单位可以指挥航空器在一条跑道上实施目视进近，在其它跑道上实施仪表或者目视进近。

7. 目视飞行航线

less than 600m, visual approach can be implemented in Beijing Capital international airport. ATC can conduct arrival aircrafts of one or several runways to implement visual approach.

6.3 When pilot report to ATC visual the airport, pilot or ATC can apply for visual approach and implement with mutual agreement.

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

6.4.1 Pilot shall maintain visual the relevant aircrafts, make the necessary speed adjustment or maneuvering, and report flight operations to ATC if needed.

6.4.2 Pilot shall keep aircraft away from wake turbulence affected area of preceding aircraft.

6.4.3 When pilot cannot visual the relevant aircraft, pilot shall report to ATC in order to get another available separation.

6.5 Pilot shall report to ATC if visual the airport but cannot visual the preceding aircraft in order that ATC assign radar intervals or procedure intervals for the preceding and following aircrafts.

6.6 When simultaneously approach on parallel runways, ATC can conduct aircrafts to implement visual approach on one runway and ILS approach or visual approach on other runways.

7. VFR route

无

Nil

8. 其它规定

8. Other regulations

飞往本场的公务机需自带拖把；

Tow bar is not available for business aircraft;

ZBAA AD 2.23 其它资料

ZBAA AD 2.23 Other information

鸟情资料

Bird's information

全年有鸟类活动。机场当局采取了驱赶措施，鸟的活
动情况如下：

Activities of bird flocks are found in the whole year.
Aerodrome Authority resorts to dispersal methods to
reduce bird activities. The details of bird activities as
follows:

Migratory Season	Active Time	Direction of activity	Flight height within AD	Characteristic
Spring (Mar-May)	Day	Runway and surrounding soil area	0-100m	Group, small size; A few, medium and big size
	Night	Aircraft movement area and surrounding clearance protection area	0-2000 m	Group, small and medium size
Summer (Jun- Aug)	Day	Runway and surrounding soil area	0-200m	Group, small size
	Night	Runway and surrounding soil area	0-50m	A few, small size; Bat
Autumn (Sep-Nov)	Day	Runway and surrounding soil area	0-100m	Group, small size; A few, medium and big size

	Night	Aircraft movement area and surrounding clearance protection area	0-2000m	Group, small and medium size
Winter (Dec-Feb)	Day	Runway and surrounding soil area	0-100m	Group, small size; A few, medium and big size
	During snow cover in soil area	Inhabit on the runway and taxiway	0-50m	Group, small size

AIRCRAFT PARKING CHART-ICAO

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

TWR 124.3(118.3) TWR01 for 18R/36L
118.5(118.05) TWR02 for 18L/36R
118.6(118.3) TWR03 for 01/19

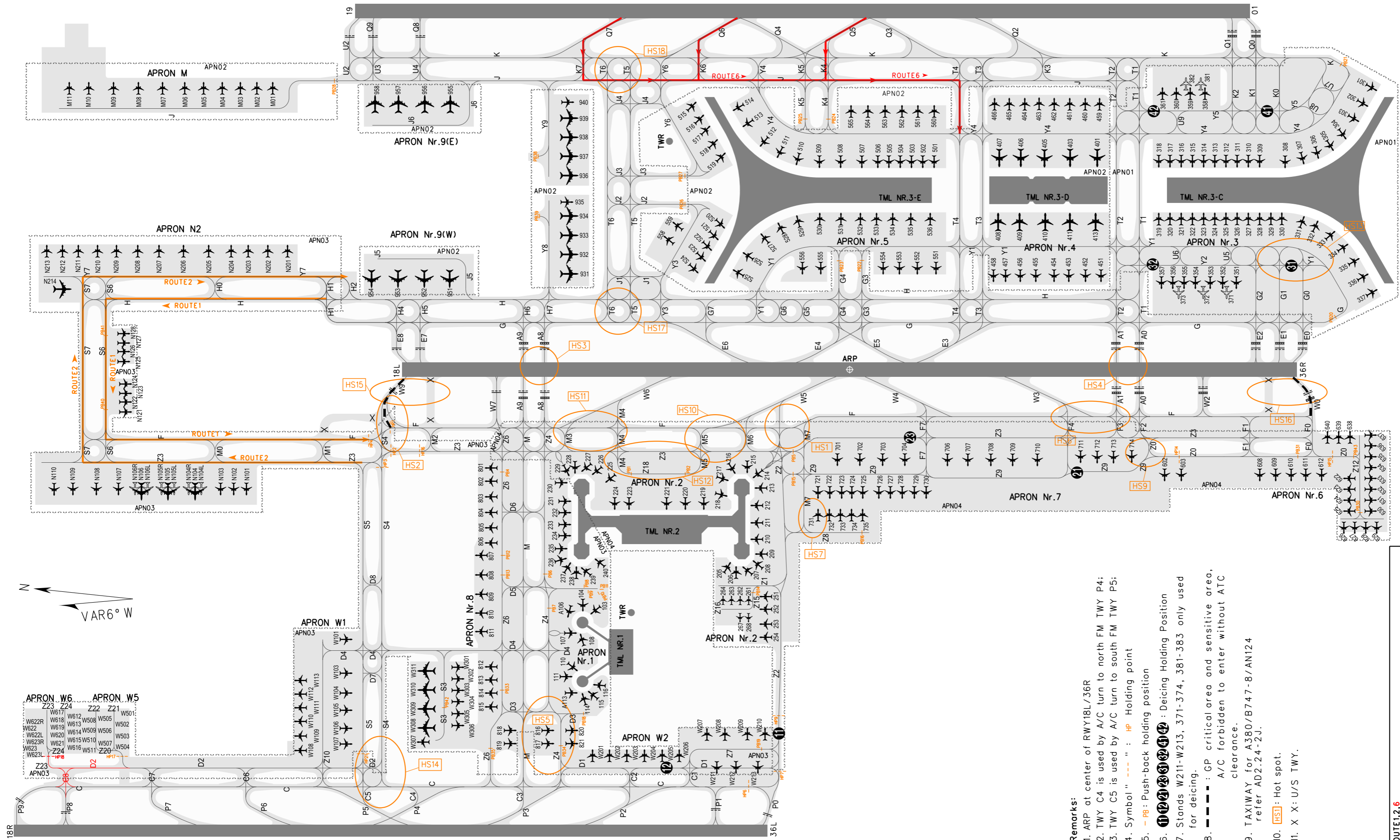
GND 121.9(121.95) GND01
121.8(121.95) GND02
121.7(121.95) GND03
121.75(121.95) GND04
121.85(121.95) GND05

APN01 122.225(121.95)
APN02 122.625(121.95)
APN03 122.675(121.95)
APN04 122.125(121.95)

Delivery01 121.6(west of RWY18L/36R) (DCL AVBL)
Delivery02 121.65(east of RWY18L/36R) (DCL AVBL)

ZBAA BEIJING/Capital RWY01/36R/36L

THIS CHART IS USED FOR RWY 01/36R/36L.



- Remarks:**
1. ARP at center of RWY18L/36R
 2. TWY C4 is used by A/C turn to north FM TWY P4;
 3. TWY C5 is used by A/C turn to south FM TWY P5;
 4. Symbol " - - - " : HP Holding point
 5. -PB : Push-back holding position
 6. ①②③④⑤⑥⑦⑧⑨⑩ : Deicing Holding Position
 7. Stands W211-W213, 371-374, 381-383 only used for deicing.
 8. - - - : GP critical area and sensitive area, A/C forbidden to enter without ATC clearance.
 9. TAXIWAY for A380/B747-8/AN124 refer AD2.24-2J.
 10. HS1 : Hot spot.
 11. X X: U/S TWY.

TAXIRoute	Route ID	Description	Beginning point	Ending point
ROUTE1	ROUTE1	Intersection of H&H1-S6-F hold short of S4	Intersection of H&H1	S4
ROUTE2	ROUTE2	Intersection of S&Z3-S7 -Y7 hold short of H2	Intersection of S&Z3	H2
ROUTE6	ROUTE6	-J-14 hold short of Y4	07/06/05	Y4

Usage of pushed-back holding position.

NR.	Stands	NR.	Stands	NR.	Stands	NR.	Stands
PB1	224-226	PB2	217-220	PB3	807	PB4	801
PB2	808	PB3	807	PB4	214	PB5	236,237,A106
PB3	530-533	PB4	508-511,565	PB5	520-521	PB6	518-519
PB4	936-937	PB5	934-935	PB6	819	PB7	W307,W309
PB5	821	PB6	815	PB7	810	PB8	638
PB6	821	PB7	815	PB8	810	PB9	821
PB7	821	PB8	815	PB9	810	PB10	103
PB8	821	PB9	815	PB10	103	PB11	239,240
PB9	821	PB10	103	PB11	239,240	PB12	530-533
PB10	103	PB11	239,240	PB12	530-533	PB13	301
PB11	239,240	PB12	530-533	PB13	301	PB14	337
PB12	530-533	PB13	301	PB14	337	PB15	337
PB13	301	PB14	337	PB15	337	PB16	337
PB14	337	PB15	337	PB16	337	PB17	337
PB15	337	PB16	337	PB17	337	PB18	337
PB16	337	PB17	337	PB18	337	PB19	337
PB17	337	PB18	337	PB19	337	PB20	337
PB18	337	PB19	337	PB20	337	PB21	337
PB19	337	PB20	337	PB21	337	PB22	337
PB20	337	PB21	337	PB22	337	PB23	337
PB21	337	PB22	337	PB23	337	PB24	337
PB22	337	PB23	337	PB24	337	PB25	337
PB23	337	PB24	337	PB25	337	PB26	337
PB24	337	PB25	337	PB26	337	PB27	337
PB25	337	PB26	337	PB27	337	PB28	337
PB26	337	PB27	337	PB28	337	PB29	337
PB27	337	PB28	337	PB29	337	PB30	337
PB28	337	PB29	337	PB30	337	PB31	337
PB29	337	PB30	337	PB31	337	PB32	337
PB30	337	PB31	337	PB32	337	PB33	337
PB31	337	PB32	337	PB33	337	PB34	337
PB32	337	PB33	337	PB34	337	PB35	337
PB33	337	PB34	337	PB35	337		
PB34	337						
PB35	337						

Changes: Add TWY C8, TWY D2, HPI8, ROUTE6.

AIRCRAFT PARKING CHART-ICAO

ZBAA BEIJING/Capital RWY 18R/18L/19

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

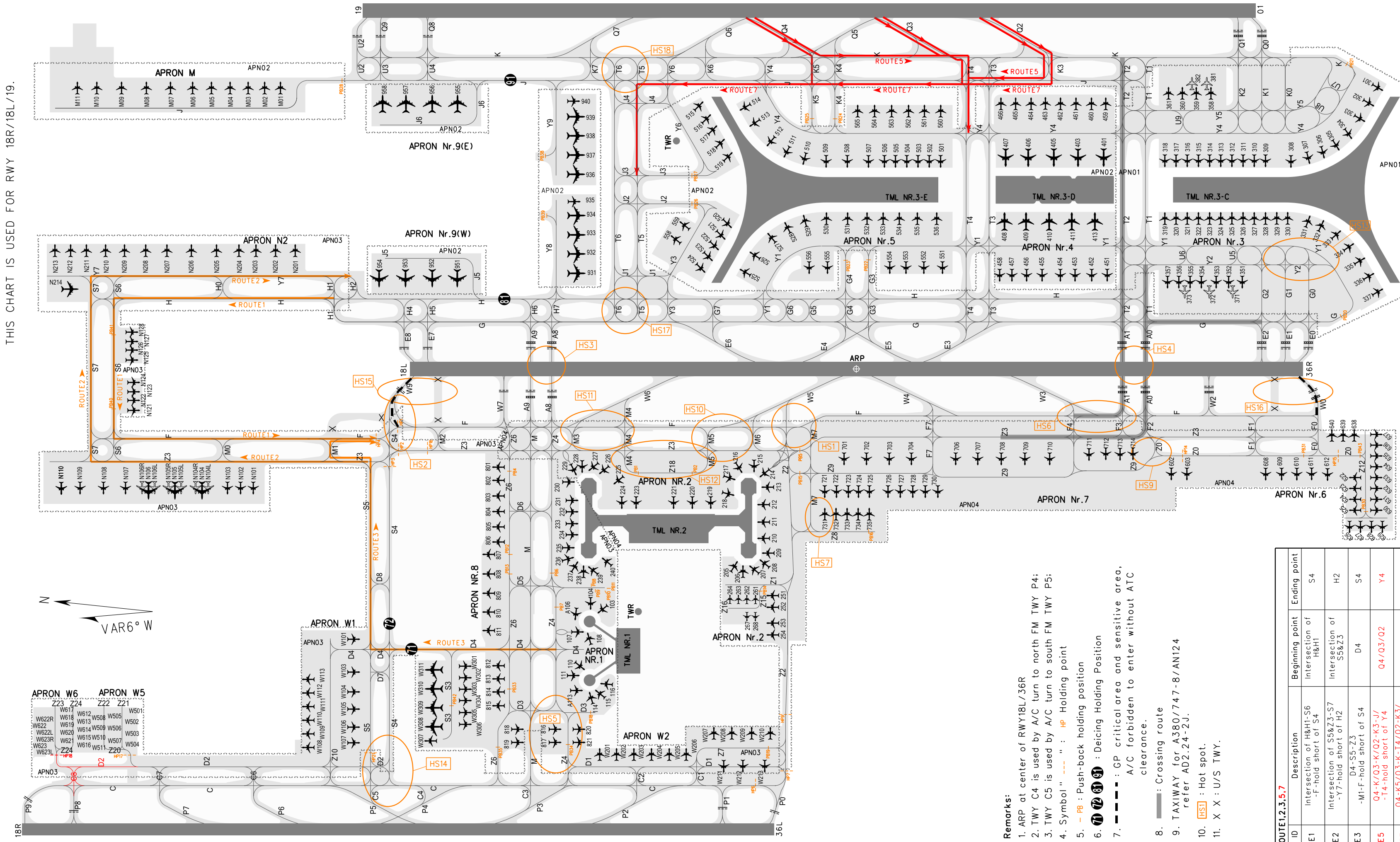
TWR 124.3(118.3) TWR01 for 18R/36L
118.5(118.05) TWR02 for 18L/36R
118.6(118.3) TWR03 for 01/19

GND 121.9(121.95) GND01
121.8(121.95) GND02
121.7(121.95) GND03
121.75(121.95) GND04
121.85(121.95) GND05

APN01 122.225(121.95)
APN02 122.625(121.95)
APN03 122.675(121.95)
APN04 122.125(121.95)

Delivery01 121.6(west of RWY18L/36R) (DCL AVBL)
Delivery02 121.65(east of RWY18L/36R) (DCL AVBL)

THIS CHART IS USED FOR RWY 18R/18L/19.



Remarks:

1. ARP at center of RWY18L/36R
2. TWY C4 is used by A/C turn to north FM TWY P4;
3. TWY C5 is used by A/C turn to south FM TWY P5;
4. Symbol " --- " : HP Holding point
5. - PB : Push-back holding position
6. (HS) (HS) : Deicing Holding Position
7. --- : GP critical area and sensitive area.
A/C forbidden to enter without ATC clearance.
8. --- : Crossing route
9. TAXIWAY for A380/747-8/AN124 refer AD2.24-2J.
10. (HS) : Hot spot.
11. X X : U/S TWY.

TAXI ROUTE 1,2,3,5,7	Route ID	Description	Beginning point	Ending point
ROUTE1	ROUTE1	Intersection of H&H1-S6 -F-hold short of S4	Intersection of H&H1	S4
ROUTE2	ROUTE2	Intersection of S5&Z3-S7 -Y7-hold short of H2	Intersection of S5&Z3	H2
ROUTE3	ROUTE3	D4-S5-Z3 -M-F-hold short of S4	D4	S4
ROUTE5	ROUTE5	04-K/03-K/02-K3-J/-14-hold short of Y4	04/03/02	Y4
ROUTE7	ROUTE7	04-K5/03-K-T4/02-K3/-J-T5-hold short of J3	04/03/02	J3

Usage of pushed-back holding position.

NR.	Stands	NR.	Stands	NR.	Stands	NR.	Stands
PB1	234, 236, 237, 238, 239, 240	PB12	808	PB23	530-533, 534-536	PB34	819
PB2	234, 236, 237, 238, 239, 240	PB13	807	PB24	508-511, 565	PB35	819
PB3	234, 236, 237, 238, 239, 240	PB14	205, 206	PB25	508-511, 565	PB36	819
PB4	234, 236, 237, 238, 239, 240	PB15	212, 213	PB26	518, 519	PB37	819
PB5	234, 236, 237, 238, 239, 240	PB16	734, 735	PB27	626-629	PB38	819
PB6	234, 236, 237, 238, 239, 240	PB17	114	PB28	611, 612	PB39	819
PB7	234, 236, 237, 238, 239, 240	PB18	114	PB29	611, 612	PB40	819
PB8	234, 236, 237, 238, 239, 240	PB19	337	PB30	611, 612	PB41	819
PB9	234, 236, 237, 238, 239, 240	PB20	337	PB31	611, 612	PB42	819
PB10	234, 236, 237, 238, 239, 240	PB21	337	PB32	611, 612	PB43	819
PB11	234, 236, 237, 238, 239, 240	PB22	337	PB33	611, 612	PB44	819

Crossing RWY18L rules

Direction	Description	Crossing clearance phraseology
W to E	Z3-F2 hold short of F2-contact TWR02-crossing RWY-A0-T1-hold short of H, contact GND04	[Collision] hold short of RWY 18L: cross RWY18L at A0: taxi straight ahead: report vacated: hold short of H: contact ground 121.75(121.95)
E to W	T2-G hold short of G-contact TWR02-crossing RWY-A1-F-hold short of F4, contact GND02	[Collision] cross RWY18L at A1: hold short of RWY 18L: taxi straight ahead, turn right F4: report vacated: hold short of F4: contact ground 121.8(121.95)

Note: The pilot will, when requested, report "Runway Vacated" when the aircraft is well clear of the runway.

Changes: Add TWY C8, TWY D2, HPI8, ROUTE5, ROUTE7.

AERODROME CHART

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

TWR 124.3(118.3) TWR01 for 18R/36L
118.5(118.05) TWR02 for 18L/36R
118.6(118.3) TWR03 for 01/19

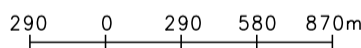
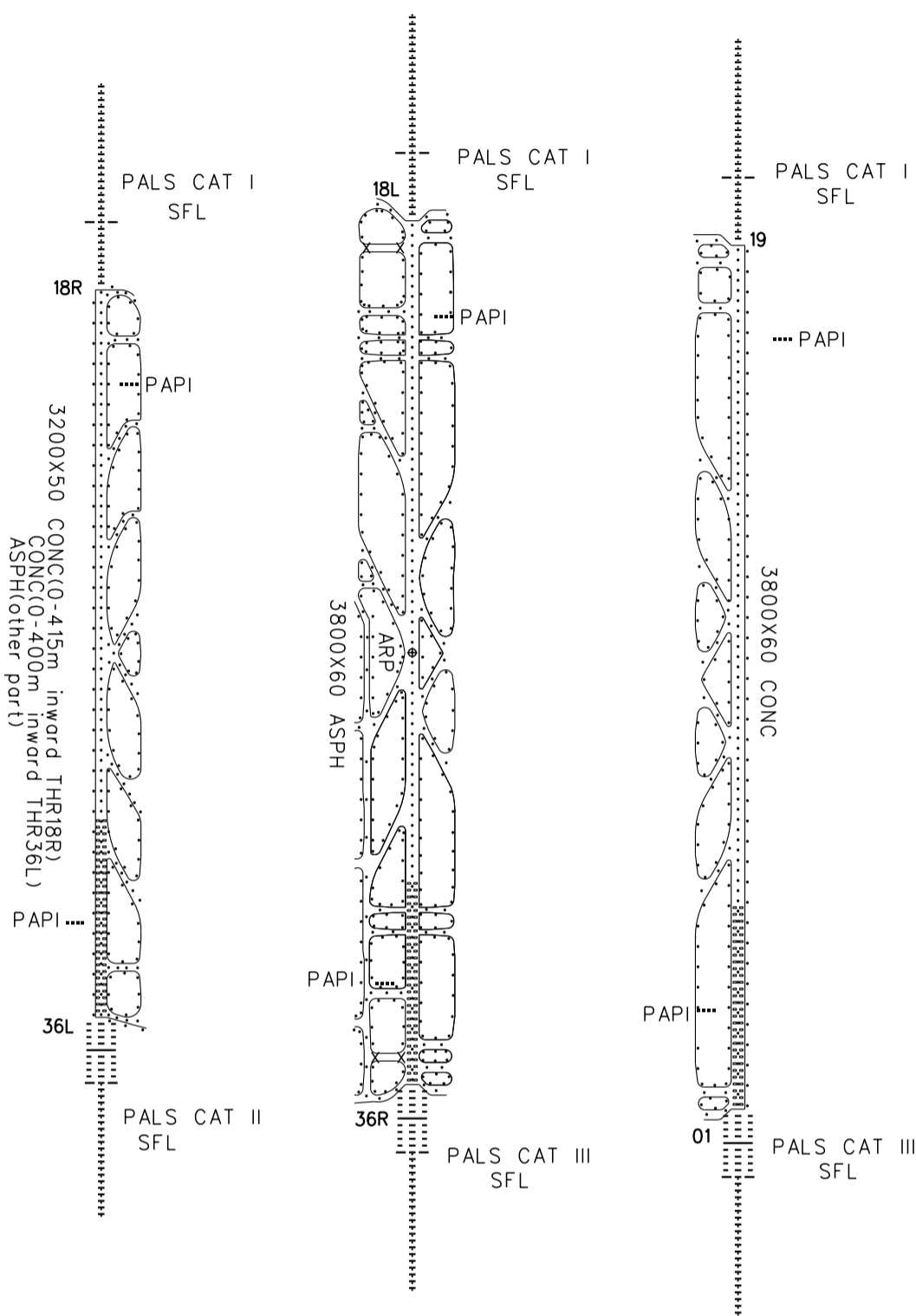
Deliverly01 121.6(west of RWY 18L/36R) (DCL AVBL)
Deliverly02 121.65(east of RWY 18L/36R) (DCL AVBL)

GND 121.9(121.95) GND01
121.8(121.95) GND02
121.7(121.95) GND03
121.75(121.95) GND04
121.85(121.95) GND05

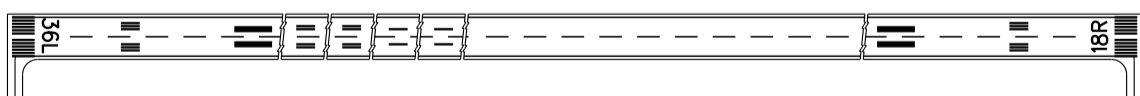
APN01 122.225(121.95)
APN02 122.625(121.95)
APN03 122.675(121.95)
APN04 122.125(121.95)

ZBAA BEIJING/Capital
N40° 04.4'E:116° 35.9' ELEV. 35.3m

BEARINGS ARE MAGNETIC.
ALTITUDES, DISTANCES,
ELEVATIONS AND HEIGHTS
IN METERS.



Note: RWY18L/36R, 01/19 marking is similar to RWY18R/36L.



TAKE-OFF MINIMA(WITH RELIABLE ALTN)(m)				LIGHTS				
ACFT Type	RWY18R/18L,36L/36R,01/19		LVP in force RWY36R,01			RWY01/36R	RWY18L/18R/19	RWY36L
	REDL	NIL(Day only)	REDL RCLL	REDL RCLL	HUD			
2 TURB ENG or 3&4 ENG	A	RVR400 VIS800	RVR200	RWY36R RVR150	RWY01 RVR90	PALS CAT III SFL PAPI RTZL REDL RCLL RENL	PALS CAT I SFL PAPI REDL RCLL RENL	PALS CAT II SFL PAPI RTZL REDL RCLL RENL
	B							
	C							
	D							
Other 1&2 ENG	VIS1600							

Note:

Changes: Nil.

AERODROME CHART

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

TWR 124.3(118.3) TWR01 for 18R/36L
118.5(118.05) TWR02 for 18L/36R
118.6(118.3) TWR03 for 01/19

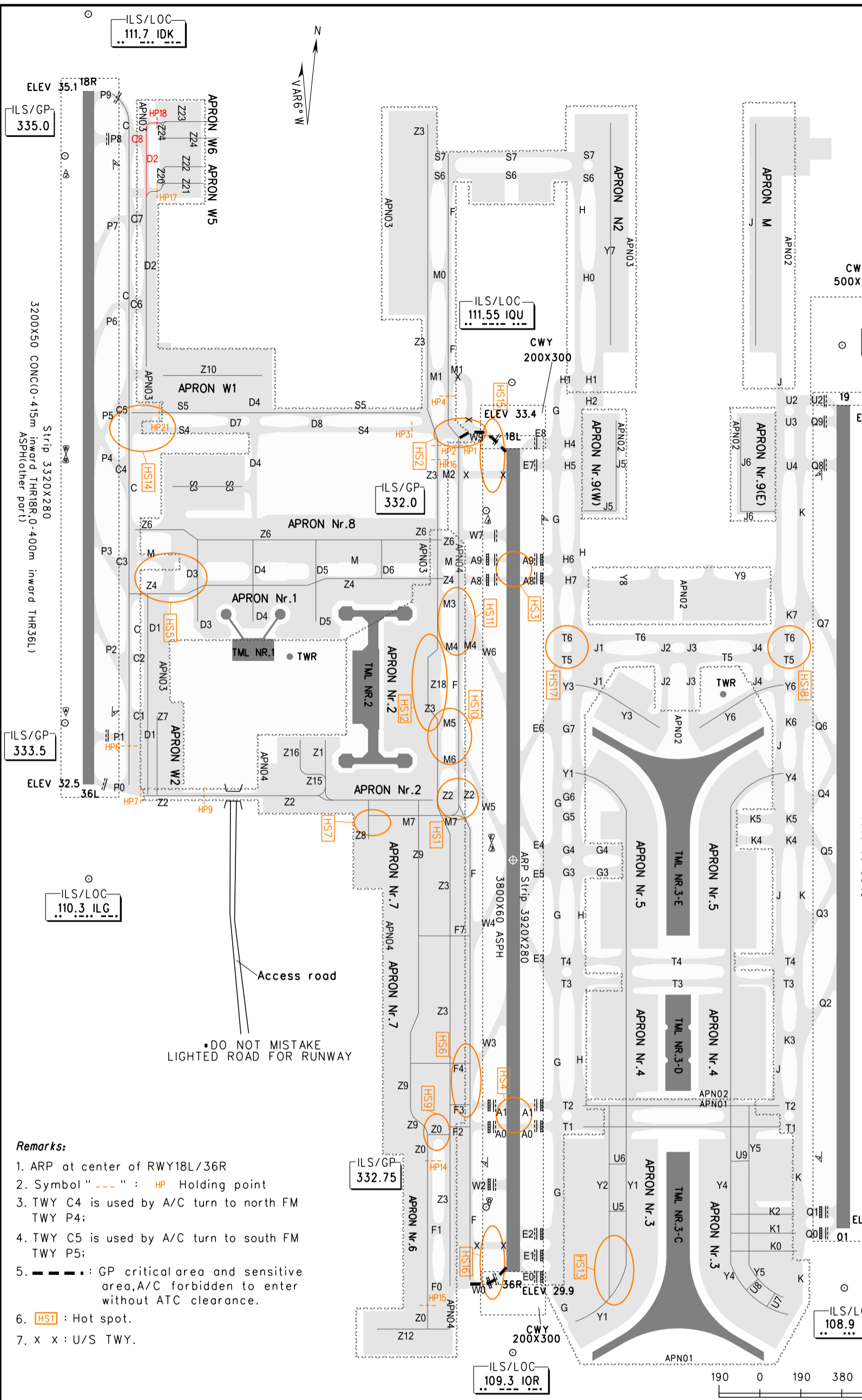
Delivery01 121.6 (west of RWY 18L/36R) (OCL AVBL)
Delivery02 121.65 (east of RWY 18L/36R) (OCL AVBL)

GND 121.9(121.95) GND01
121.8(121.95) GND02
121.7(121.95) GND03
121.75(121.95) GND04
121.85(121.95) GND05

APN01 122.225 (121.95)
APN02 122.625 (121.95)
APN03 122.675 (121.95)
APN04 122.125 (121.95)

ZBAA BEIJING/Capitol
N40°04.4'E116°35.9' ELEV 35.3m

BEARINGS ARE MAGNETIC.
ALTITUDES, DISTANCES,
ELEVATIONS AND HEIGHTS
IN METERS.



DO NOT MISTAKE THE LIGHTS ALONG
THE WIRE NETTING FOR RUNWAY

• DO NOT MISTAKE
LIGHTED ROAD FOR RUNWAY

Remarks:

1. ARP at center of RWY18L/36R
2. Symbol " --- " : HP Holding point
3. TWY C4 is used by A/C turn to north FM TWY P4;
4. TWY C5 is used by A/C turn to south FM TWY P5;
5. --- : GP critical area and sensitive area, A/C forbidden to enter without ATC clearance.
6. HSI1 : Hot spot.
7. x x : U/S TWY.

RWY	18L/18R/19	01/36L/36R	
Direction	179°	359°	
Bearing strength (PCN)			
RWY 01/19, APRON N2,Nr.4, Nr.5(south of 510&529) TWY F(north of S4),G,G0-G7,H,H0-H2,H4-H7, J(others),J1,J4,K,K0-K7,M0,M1,Q0,Q1,Q8,Q9,S6,S7, T1-T6,U2-U9,Y1,Y2,Y4,Y5,Y7,Z3(north of S4) Stands Nr.N101-N110,225,308-330,351-361	117/R/B/W/T	TWY D3-D8,J2,J3,M,M2,S4,S5, Y3,Y6,Z6(east of Z3) TWY F0 APRON NR.1 TWY F(south of S4),F4,F7,M3-M6, P3,W0,W3-W6,W9,Z2(west of Z7), Z2(BTN stand Nr.254 and Z3),Z4(east of Z3) TWY C6-C8, D2(north of Z10), Y8, stands Nr.931-935	95/R/B/W/T 93/R/B/W/T 90/R/B/W/T 88/R/B/W/T
RWY 18R/36L(0-400m inward THR36L)	116/R/B/W/T	TWY C TWY Y9, stands Nr.936-940	87/R/B/W/T 86/R/B/W/U
RWY 18R/36L(0-415m inward THR18R),TWY P9 TWY P0,P1,P8	111/R/B/W/T	TWY C3,J(north of stand Nr.M01), Q2-Q7,APRON M	85/R/B/W/T
RWY 18L/36R TWY A0,A1,A8,A9, E0-E8,F2,F3,W2,W7	108/F/B/W/T	APRON W1,W2,stands Nr.602.603, 608-612,TWY C1, C2, D1, D2(BTN TWY Z10&S4), Z0, Z3(south of S4),Z7,Z10	83/R/B/W/T
APRON Nr.9,TWY J5,J6, Z2(BTN stand Nr.254 and Z7)	100/R/B/W/T		
TWY M7 Stands Nr.205-221,223,224, 226-240,301-307,331-337,501-529, 558,559,801-815	97/R/B/W/T 95/R/B/W/T		
RWY 18R/36L(other part),TWY S3, Stands Nr.W308-W311 TWY P2,P7 Stands Nr.816,817 TWY Z2(east of Z3), Z4(west of Z3),Z6(west of Z3) TWY P6 Stands Nr.251-254 TWY C4,C5 APRON Nr.7 Stands Nr.636-640 Stands Nr.N121-N128,W301-W307 TWY Z12, Stands Nr.622-635 APRON W5,W6, TWY Z20-Z24, Stands Nr.818-821 TWY P4,P5 Stands Nr.261-264.267.268, TWY Z1,Z15,Z16	82/R/B/W/T 81/F/B/W/T 78/R/B/W/T 73/R/B/W/T 73/F/B/W/T 71/R/B/W/T 70/F/B/W/T 70/R/B/W/T 62/R/B/W/T 60/R/B/W/T 57/R/B/W/T 53/R/B/W/T 53/F/B/W/T 38/R/B/W/T		

Changes: Add TWY C8, TWY D2, HP18.

2024-2-15 EFFF2403201600

中国民用航空局CAAC

ZBAA AD2.24-1A

rate display.

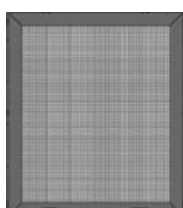
如果系统对行进航空器的观察受到阻碍，例如窗口上的污垢所致，系统将报告此状况。一旦系统能够看到航空器，则显示停泊进度条。

14 ABNORMAL DOCKING PROCEED

异常情况

If the system display the following information, the aircraft Must not proceed without manual guidance.

当系统显示如下信息时，航空器应停止入位，等待人工引导入位。



15 SPEED LIMIT

速度限制

The speed limit for the Visual Docking Guidance System is 2m/s. Aircraft can't approach faster than 2m/s.

系统可接受的最快入位速度为 2m/s。航空器入位速度不得超过 2m/s。

10 OVERSHOOT

越过泊位

If the aircraft has overshoot the stop-position, 'TOO FAR' will be displayed.

如果航空器滑动超出了泊位，将显示“TOO FAR”。



11 AIRCRAFT VERIFICATION FAILURE

航空器验证失败

During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 meters 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.

在航空器进入泊位的期间，系统将检测航空器的几何形状。如果由于某些原因在距离停止位置 12 米前没能完成航空器验证，显示器显示“WAIT”，并进行第二次检测。如果这次仍然失败，则显示“STOP”和“ID FAIL”。

没有人工引导，航空器不能继续滑行。



12 GATE BLOCKED

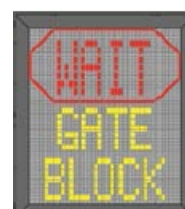
扫描停止位被阻挡

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.

如果停靠引导系统和航空器预定停泊位置之间的视阈被某些物体阻挡，则停泊程序将被终止，同时显示“WAIT”和“GATE BLOCK”信息。一旦移除阻挡物体，停泊程序也将恢复。

没有人工引导，飞行员不能继续滑行，除非“WAIT”信息被停泊进度条取代。



13 VIEW BLOCKED

观测被阻挡

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

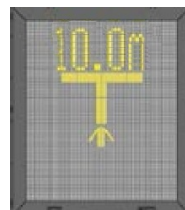


5 ALIGNED TO CENTRE

对准中线

The aircraft is **10** meters from the stop position. The absence of any direction arrow indicates an aircraft on the centre line.

如图，航空器距停止位置 **10** 米时，如果不显示任何方向箭头则表明航空器处于中轴线上。



6 SLOW DOWN

减速

If the aircraft is approaching faster than the accepted speed(2m/s), the system will show 'SLOW DOWN' or 'SLOW' as a warning to the pilot.

如果航空器的速度超过系统设定的限制速度(2 米/秒)，系统将向飞行员显示“SLOW DOWN”或“SLOW”警告。

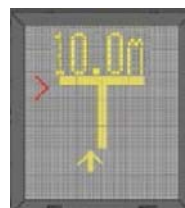


7 AZIMUTH GUIDANCE

方位引导

The aircraft is **10** meters from the stop-position. The yellow arrow indicates an aircraft to the **left** of the centre line, and the red flashing arrow indicates the direction to turn.

如图，航空器距泊位 **10** 米。黄色箭头表明航空器偏到了中轴线的**左边**，红色箭头指出了航空器应转的方向。

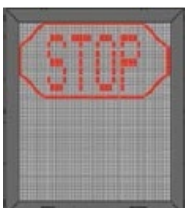


8 STOP POSITION REACHED

到达停止位

When the correct stop-position is reached, the display will show 'STOP' and red lights will be lit.

当航空器到达正确的泊位位置时，显示器将显示“STOP” (停止)和如图所示的红色方块图标。



9 DOCKING COMPLETED

停泊结束

When the aircraft has parked, 'OK' will be displayed.

当停泊过程结束时，将显示“OK”。



目视停靠引导系统飞行员指南

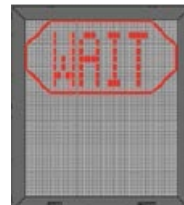
Pilot instructions for Visual Docking Guidance System

Stand Nr.513 refer AD2.24 2E-2H, Apron Nr.3-Nr.5 refer AD1.1 for Visual Docking Guidance System.

1 START-OF-DOCKING

启动停靠系统

When the system is started, 'WAIT' will be displayed.
系统启动后，显示“WAIT(等待)”。



2 CAPTURE

捕获

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

闪动的箭头表明系统已被激活且处于捕获模式，对靠近的机型进行检测。



3 TRACKING

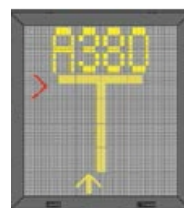
跟踪

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator.

A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line.

航空器被激光扫描仪捕获后，闪动箭头将被如图所示黄色中心线（停靠进度条）代替。

红色的闪动图标表明航空器的转向。垂直的黄色箭头表示航空器距中轴线的位置。



4 CLOSING RATE

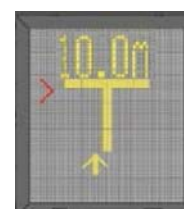
停泊进度

Display of digital countdown will start when the aircraft is 30 meters from stop position.

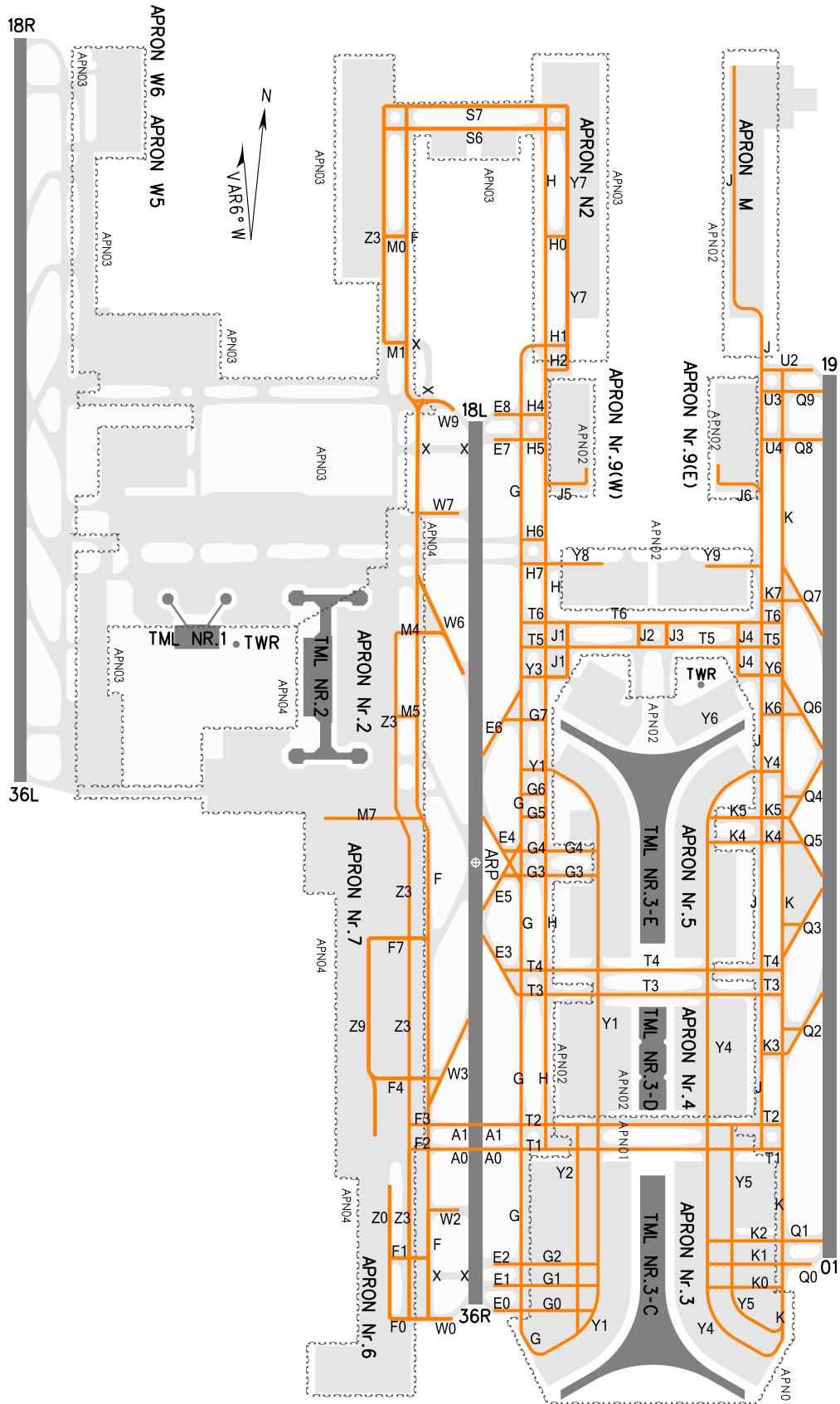
When the aircraft is less than 15 meters from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 0.5 metre, covered by the aircraft. Thus, when the last row is turned off, 0.5 metre remains to stop.

航空器距泊位 30 米后，开始出现距离倒数信息。

当航空器距停泊位 15 米时，停泊进度条将逐行关闭，每关闭一行相当于航空器前进 0.5 米。当最后一行关闭时，到停止位置只剩 0.5 米。

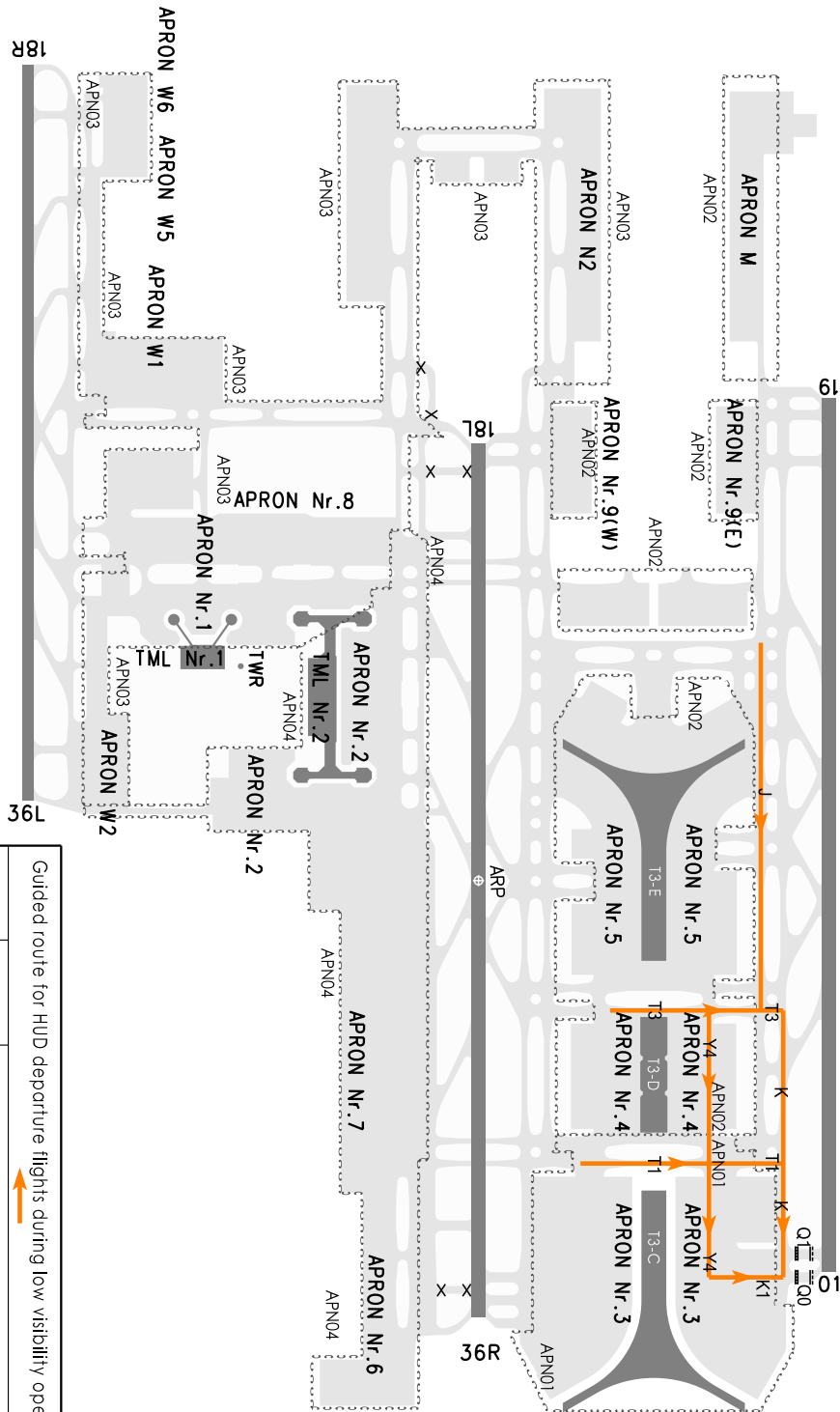


TAXIWAY FOR A380/B747-8/AN124



Changes: TWY adjusted.

Low Visibility Operation Route Chart
Apply to RVR $\geq 90m$ And RVR $\geq 150m$



Guided route for HUD departure flights during low visibility operation

RWY	RVR	Route
01	RVR $\geq 150m$	(TWY J \rightarrow T3) / T3 / T1 \rightarrow TWY K \rightarrow K (BTN TWY Q1 and TWY Q0); or / T3 / T1 \rightarrow Y4 \rightarrow TWY K1 (beyond TWY K)
01	RVR $\geq 90m$	(TWY J \rightarrow T3) / T3 / T1 \rightarrow TWY K \rightarrow TWY K (BTN TWY Q1 and TWY Q0)

Changes: TWY adjusted.

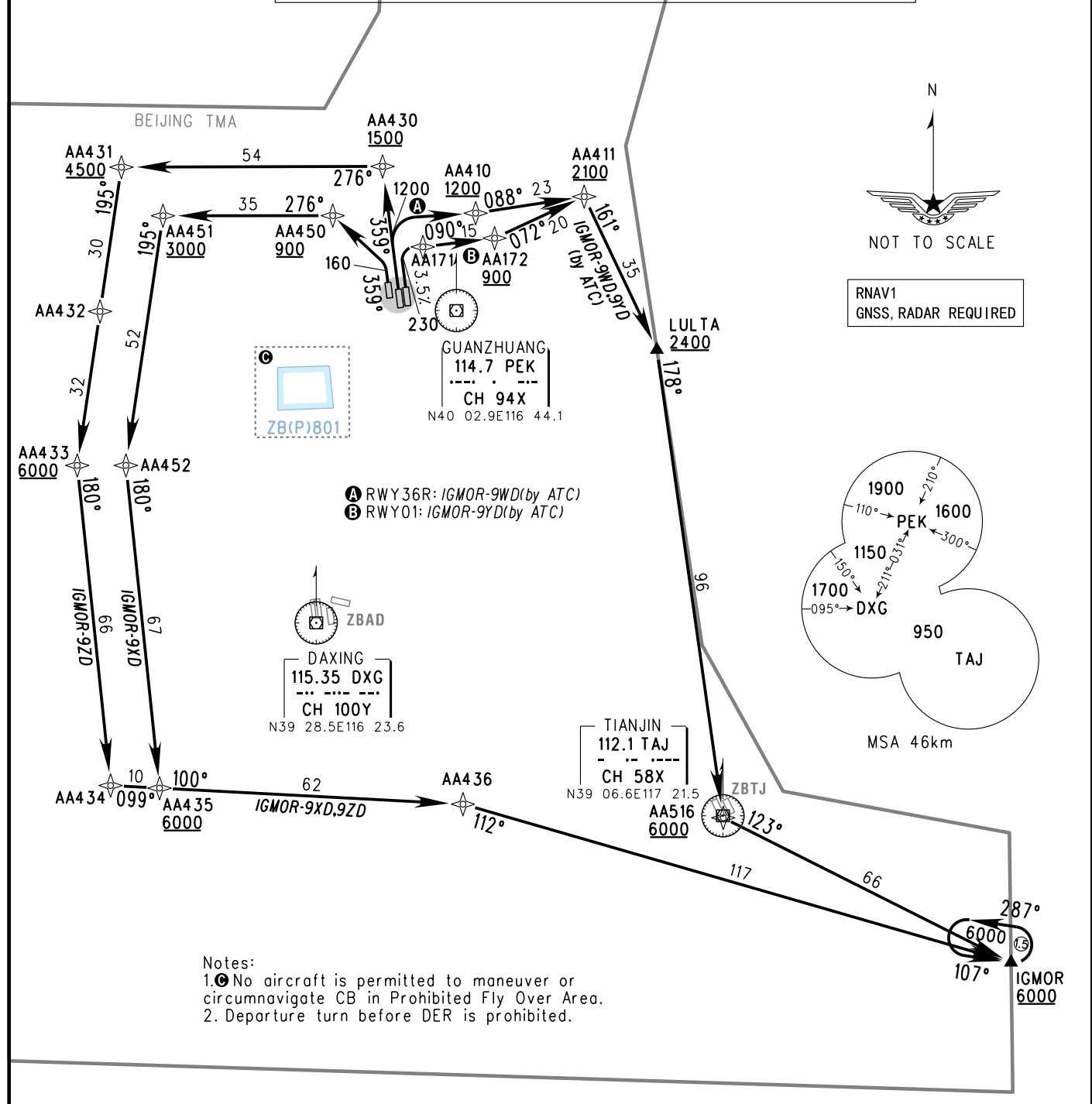
STANDARD DEPARTURE CHART - INSTRUMENT

VAR6° W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY36L/36R/01(IGMOR)

TL 3600 TA 3000 3300(QNH ≥ 1031hPa) 2700(QNH ≤ 979hPa)	APP01 126.1(125.05) APP11 119.7(127.75) TWR01 124.3(118.3) 18R/36L	APP02 119.0(125.05) APP12 119.85(119.425) TWR02 118.5(118.05) 18L/36R	APP03 120.2(125.05) APP15 125.8(119.425) TWR03 118.6(118.3) 01/19	APP09 121.1(127.75) APP16 124.4(127.75)	APP10 129.0(127.75) APP17 120.6(127.75)	APP18 125.5(119.425)	BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.
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RWY	SID	ROUTING
01	IGMOR-9YD (by ATC)	230-AA171-AA172-AA411-LUL TA-AA516-IGMOR
36R	IGMOR-9ZD	AA430-AA431-AA432-AA433-AA434-AA435-AA436-IGMOR
36R	IGMOR-9WD (by ATC)	1200-AA410-AA411-LUL TA-AA516-IGMOR
36L	IGMOR-9XD	160-AA450-AA451-AA452-AA435-AA436-IGMOR

Changes: D-ATIS.

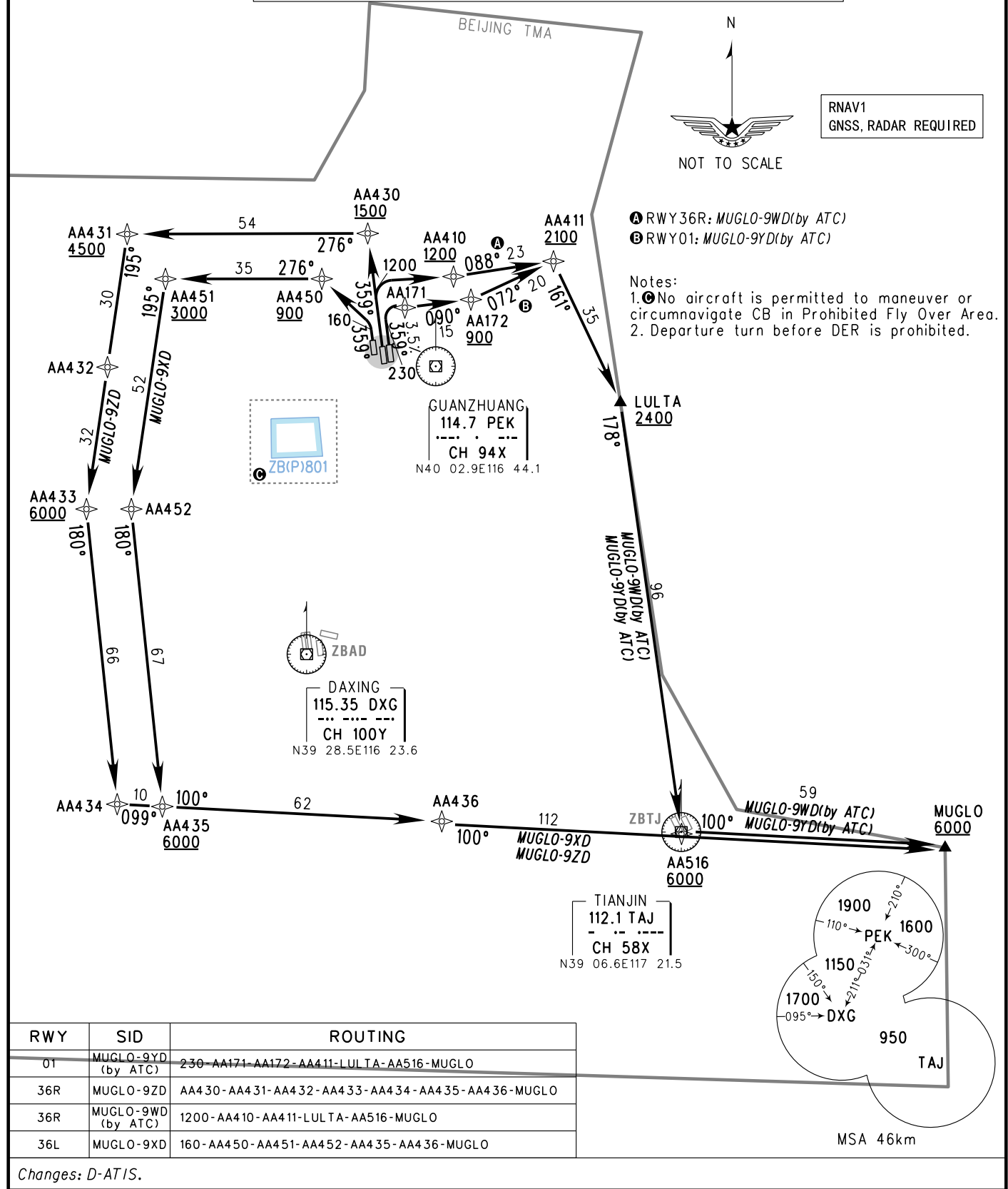
STANDARD DEPARTURE CHART - INSTRUMENT

VAR6° W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY36L/36R/01(MUGLO)

TL 3600 TA 3000 3300(QNH ≥ 1031hPa) 2700(QNH ≤ 979hPa)	APP01 126.1(125.05) APP02 119.0(125.05) APP03 120.2(125.05) APP09 121.1(127.75) APP10 129.0(127.75)	APP11 119.7(127.75) APP12 119.85(119.425) APP15 125.8(119.425) APP16 124.4(127.75) APP17 120.6(127.75) APP18 125.5(119.425)	TWR01 124.3(118.3) 18R/36L TWR02 118.5(118.05) 18L/36R TWR03 118.6(118.3) 01/19	BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.
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RWY	SID	ROUTING
01	MUGLO-9YD (by ATC)	230-AA171-AA172-AA411-LULTA-AA516-MUGLO
36R	MUGLO-9ZD	AA430-AA431-AA432-AA433-AA434-AA435-AA436-MUGLO
36R	MUGLO-9WD (by ATC)	1200-AA410-AA411-LULTA-AA516-MUGLO
36L	MUGLO-9XD	160-AA450-AA451-AA452-AA435-AA436-MUGLO

Changes: D-ATIS.

STANDARD DEPARTURE CHART-INSTRUMENT

VAR6° W

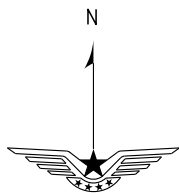
D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY36R/01(DOTRA)

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

APP01 126.1(125.05) APP11 119.7(127.75) TWR01 124.3(118.3) 18R/36L
APP02 119.0(125.05) APP12 119.85(119.425) TWR02 118.5(118.05) 18L/36R
APP03 120.2(125.05) APP15 125.8(119.425) TWR03 118.6(118.3) 01/19
APP09 121.1(127.75) APP16 124.4(127.75)
APP10 129.0(127.75) APP17 120.6(127.75)
APP18 125.5(119.425)

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

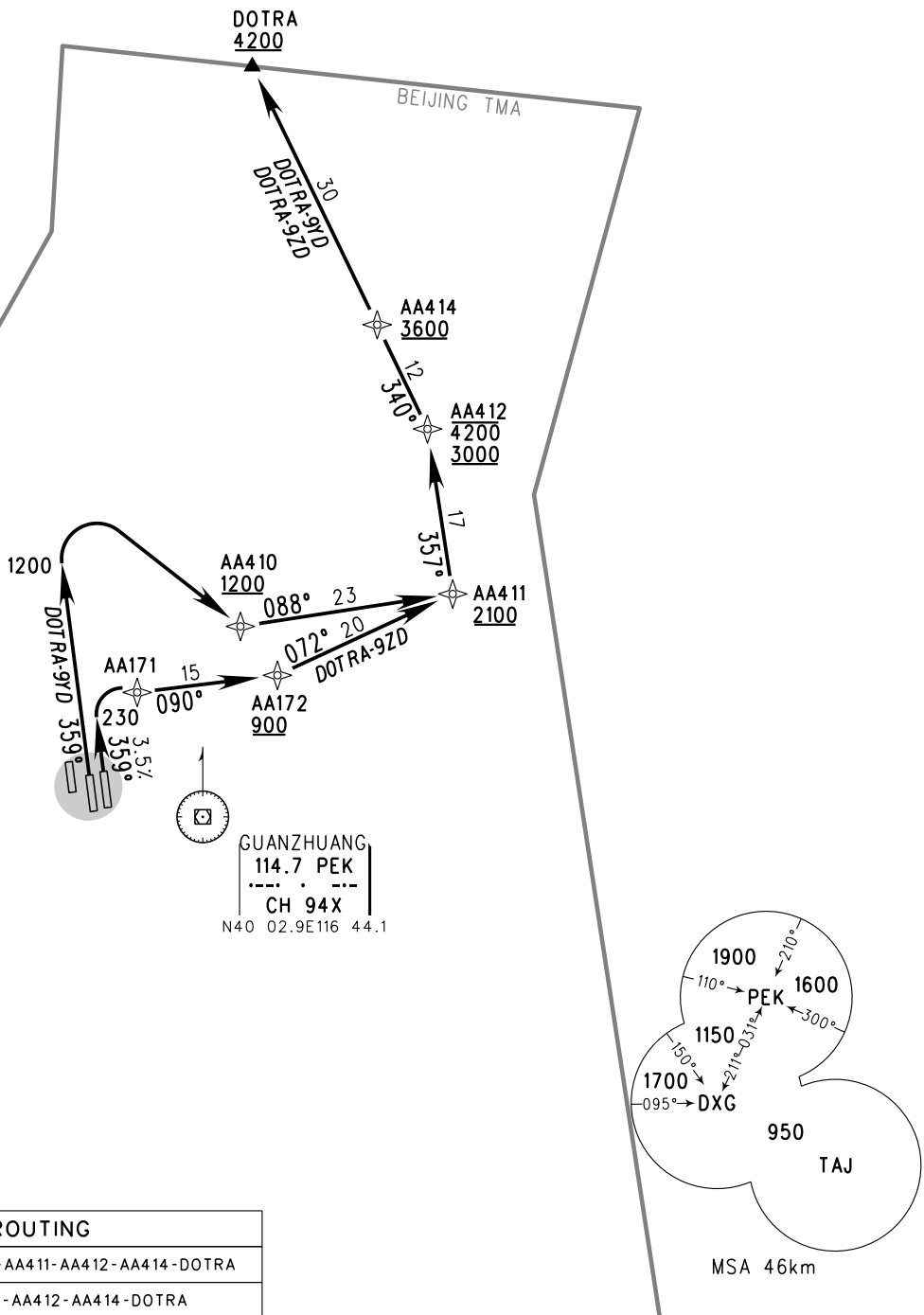


NOT TO SCALE

RNAV1
GNSS, RADAR REQUIRED

Notes:

1. No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
2. Departure turn before DER is prohibited.



RWY	SID	ROUTING
01	DOTRA-9ZD	230-AA171-AA172-AA411-AA412-AA414-DOTRA
36R	DOTRA-9YD	1200-AA410-AA411-AA412-AA414-DOTRA

Changes: D-ATIS.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR 6° W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY 36R/01(IDKEX)

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

APP01 126.1(125.05)	APP11 119.7(127.75)	TWR01 124.3(118.3)	18R/36L
APP02 119.0(125.05)	APP12 119.85(119.425)	TWR02 118.5(118.05)	18L/36R
APP03 120.2(125.05)	APP15 125.8(119.425)	TWR03 118.6(118.3)	01/19
APP09 121.1(127.75)	APP16 124.4(127.75)		
APP10 129.0(127.75)	APP17 120.6(127.75)		
	APP18 125.5(119.425)		

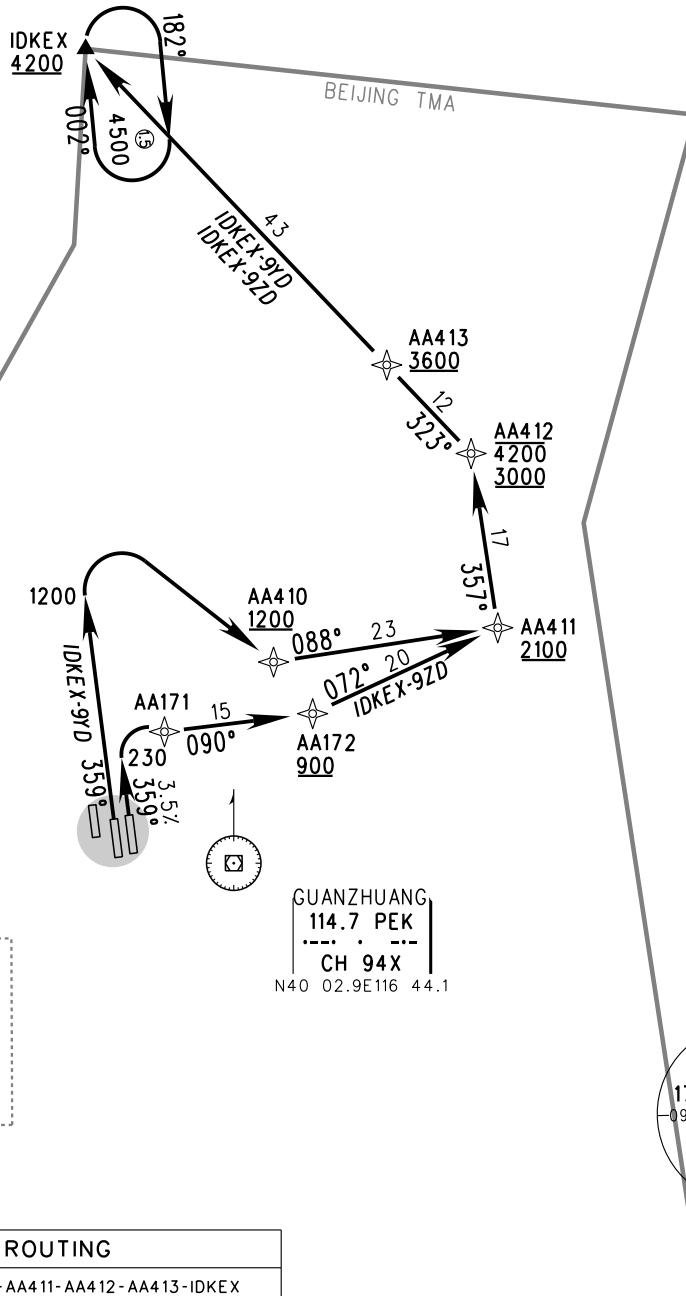
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.



RNAV1
GNSS, RADAR REQUIRED

Notes:

1. No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
2. Departure turn before DER is prohibited.



RWY	SID	ROUTING
01	IDKEX-9ZD	230-AA171-AA172-AA411-AA412-AA413-IDKEX
36R	IDKEX-9YD	1200-AA410-AA411-AA412-AA413-IDKEX

Changes: D-ATIS.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR6° W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

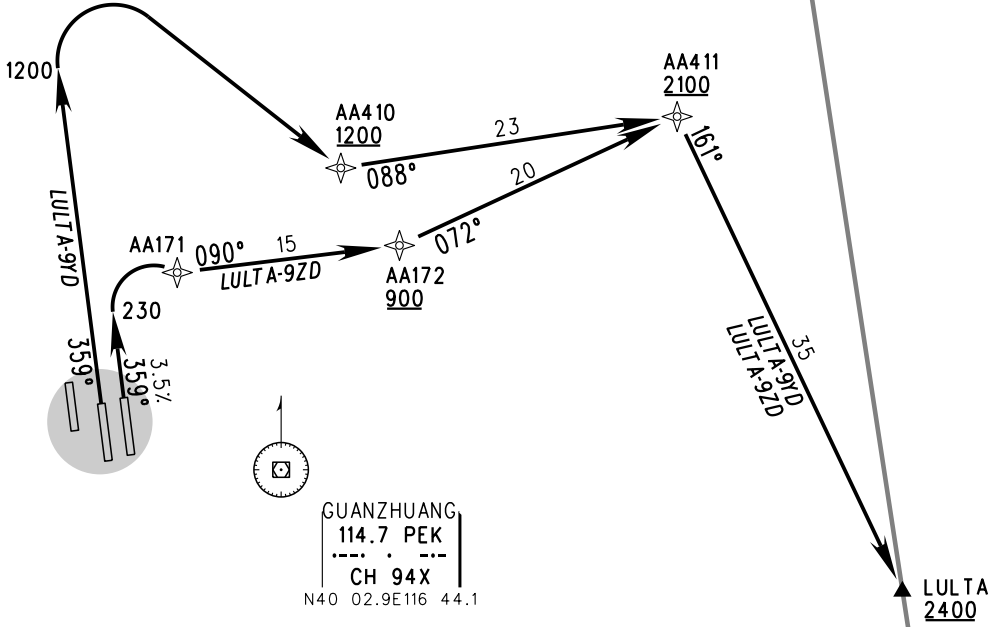
ZBAA BEIJING/Capital
RNAV RWY36R/01(LULTA)

TL 3600 TA 3000 3300(QNH ≥ 1031hPa) 2700(QNH ≤ 979hPa)	APP01 126.1(125.05) APP02 119.0(125.05) APP03 120.2(125.05) APP09 121.1(127.75) APP10 129.0(127.75)	APP11 119.7(127.75) APP12 119.85(119.425) APP15 125.8(119.425) APP16 124.4(127.75) APP17 120.6(127.75) APP18 125.5(119.425)	TWR01 124.3(118.3) TWR02 118.5(118.05) TWR03 118.6(118.3) 18R/36L 18L/36R 01/19	BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.
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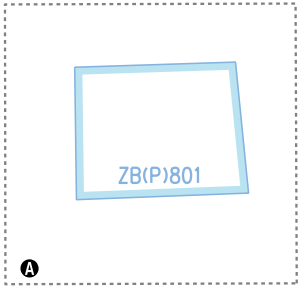
This chart used by ATC



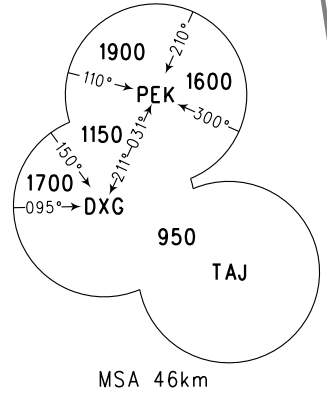
RNAV1
GNSS, RADAR REQUIRED



GUANZHUANG
114.7 PEK
CH 94X
N40 02.9E116 44.1



- Notes:
- No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
 - Departure turn before DER is prohibited.



RWY	SID	ROUTING
01	LULTA-9ZD	230-AA171-AA172-AA411-LULTA
36R	LULTA-9YD	1200-AA410-AA411-LULTA

Changes: D-ATIS.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR6° W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY18L(ELKUR)

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

APP01 126.1(125.05)	APP11 119.7(127.75)	TWR01 124.3(118.3)	18R/36L
APP02 119.0(125.05)	APP12 119.85(119.425)	TWR02 118.5(118.05)	18L/36R
APP03 120.2(125.05)	APP15 125.8(119.425)	TWR03 118.6(118.3)	01/19
APP09 121.1(127.75)	APP16 124.4(127.75)		
APP10 129.0(127.75)	APP17 120.6(127.75)		
	APP18 125.5(119.425)		

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.



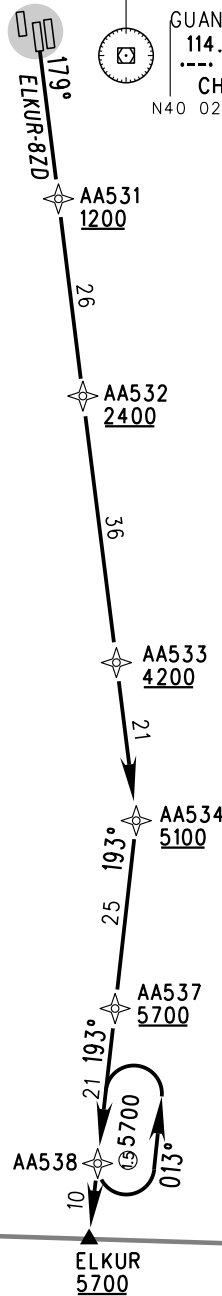
RNAV1
GNSS, RADAR REQUIRED



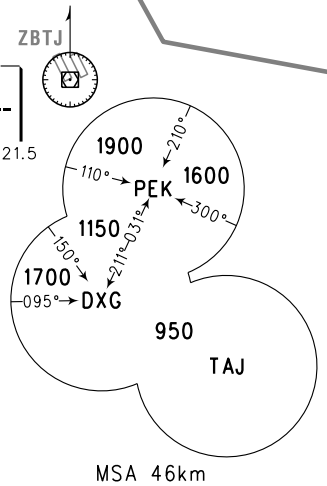
DAXING
115.35 DXG
CH 100Y
N39 28.5E116 23.6



GUANZHUANG
114.7 PEK
CH 94X
N40 02.9E116 44.1



TIANJIN
112.1 TAJ
CH 58X
N39 06.6E117 21.5



- Notes:
1. No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
2. Departure turn before DER is prohibited.

BEIJING TMA

RWY	SID	ROUTING
18L	ELKUR-8ZD	AA531-AA532-AA533-AA534-AA537-AA538-ELKUR

Changes: D-ATIS.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR6° W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY18L/19(DOTRA)

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

APP01 126.1(125.05)	APP11 119.7(127.75)	TWR01 124.3(118.3)	18R/36L
APP02 119.0(125.05)	APP12 119.85(119.425)	TWR02 118.5(118.05)	18L/36R
APP03 120.2(125.05)	APP15 125.8(119.425)	TWR03 118.6(118.3)	01/19
APP09 121.1(127.75)	APP16 124.4(127.75)		
APP10 129.0(127.75)	APP17 120.6(127.75)		
	APP18 125.5(119.425)		

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

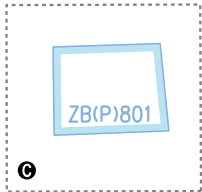
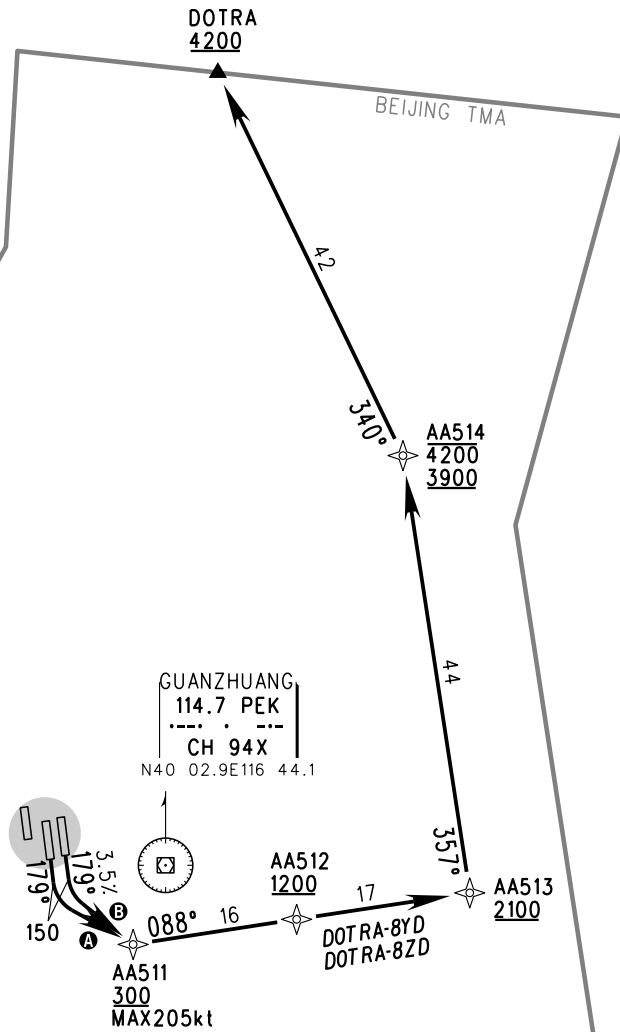


NOT TO SCALE

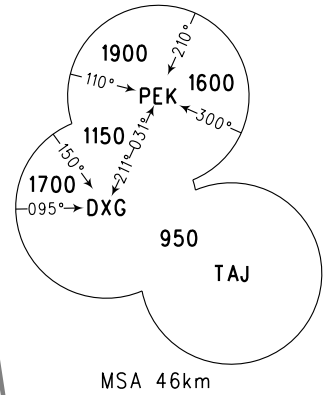
RNAV1
GNSS, RADAR REQUIRED

Notes:

1. No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
2. Departure turn before DER is prohibited.



- Ⓐ RWY18L: DOTRA-8YD
- Ⓑ RWY19: DOTRA-8ZD



RWY	SID	ROUTING
19	DOTRA-8ZD	150-AA511-AA512-AA513-AA514-DOTRA
18L	DOTRA-8YD	150-AA511-AA512-AA513-AA514-DOTRA

Changes: D-ATIS.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR6° W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY18L/19(IDKEX)

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

APP01 126.1(125.05)	APP11 119.7(127.75)	TWR01 124.3(118.3)	18R/36L
APP02 119.0(125.05)	APP12 119.85(119.425)	TWR02 118.5(118.05)	18L/36R
APP03 120.2(125.05)	APP15 125.8(119.425)	TWR03 118.6(118.3)	01/19
APP09 121.1(127.75)	APP16 124.4(127.75)		
APP10 129.0(127.75)	APP17 120.6(127.75)		
	APP18 125.5(119.425)		

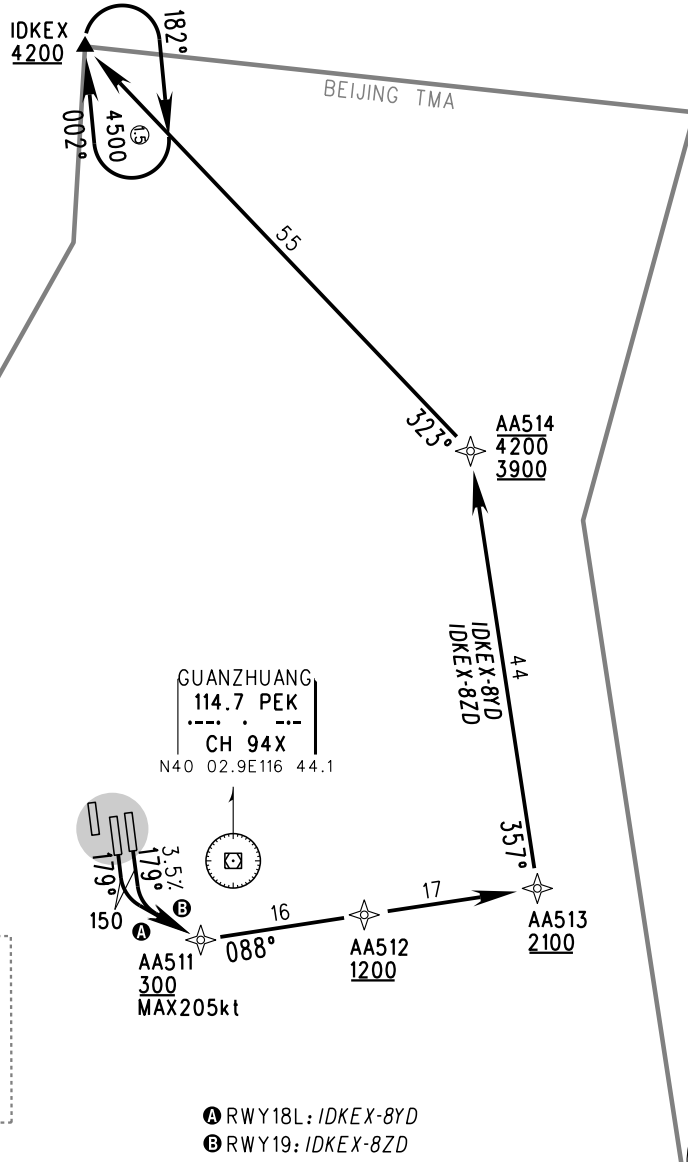
BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.



RNAV1
GNSS, RADAR REQUIRED

Notes:

1. No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
2. Departure turn before DER is prohibited.



- Ⓐ RWY18L: IDKEX-8YD
- Ⓑ RWY19: IDKEX-8ZD

RWY	SID	ROUTING
19	IDKEX-8ZD	150-AA511-AA512-AA513-AA514-IDKEX
18L	IDKEX-8YD	150-AA511-AA512-AA513-AA514-IDKEX

Changes: D-ATIS.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR6° W

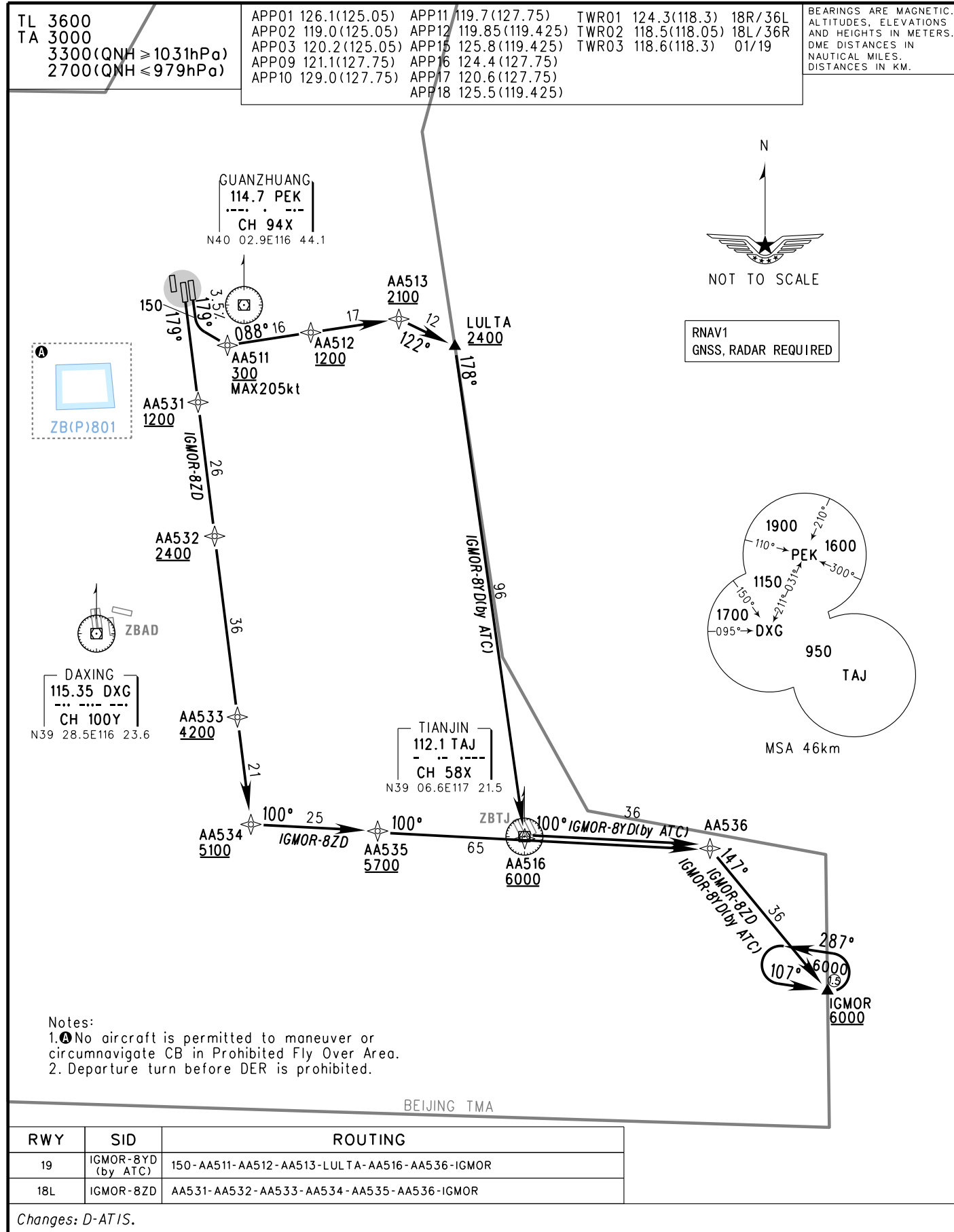
D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY18L/19(IGMOR)

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

APP01 126.1(125.05)	APP11 119.7(127.75)	TWR01 124.3(118.3)	18R/36L
APP02 119.0(125.05)	APP12 119.85(119.425)	TWR02 118.5(118.05)	18L/36R
APP03 120.2(125.05)	APP15 125.8(119.425)	TWR03 118.6(118.3)	01/19
APP09 121.1(127.75)	APP16 124.4(127.75)		
APP10 129.0(127.75)	APP17 120.6(127.75)		
	APP18 125.5(119.425)		

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.



RNAV1
GNSS, RADAR REQUIRED

Notes:

- No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
- Departure turn before DER is prohibited.

BEIJING TMA

RWY	SID	ROUTING
19	IGMOR-8YD (by ATC)	150-AA511-AA512-AA513-LUL TA-AA516-AA536-IGMOR
18L	IGMOR-8ZD	AA531-AA532-AA533-AA534-AA535-AA536-IGMOR

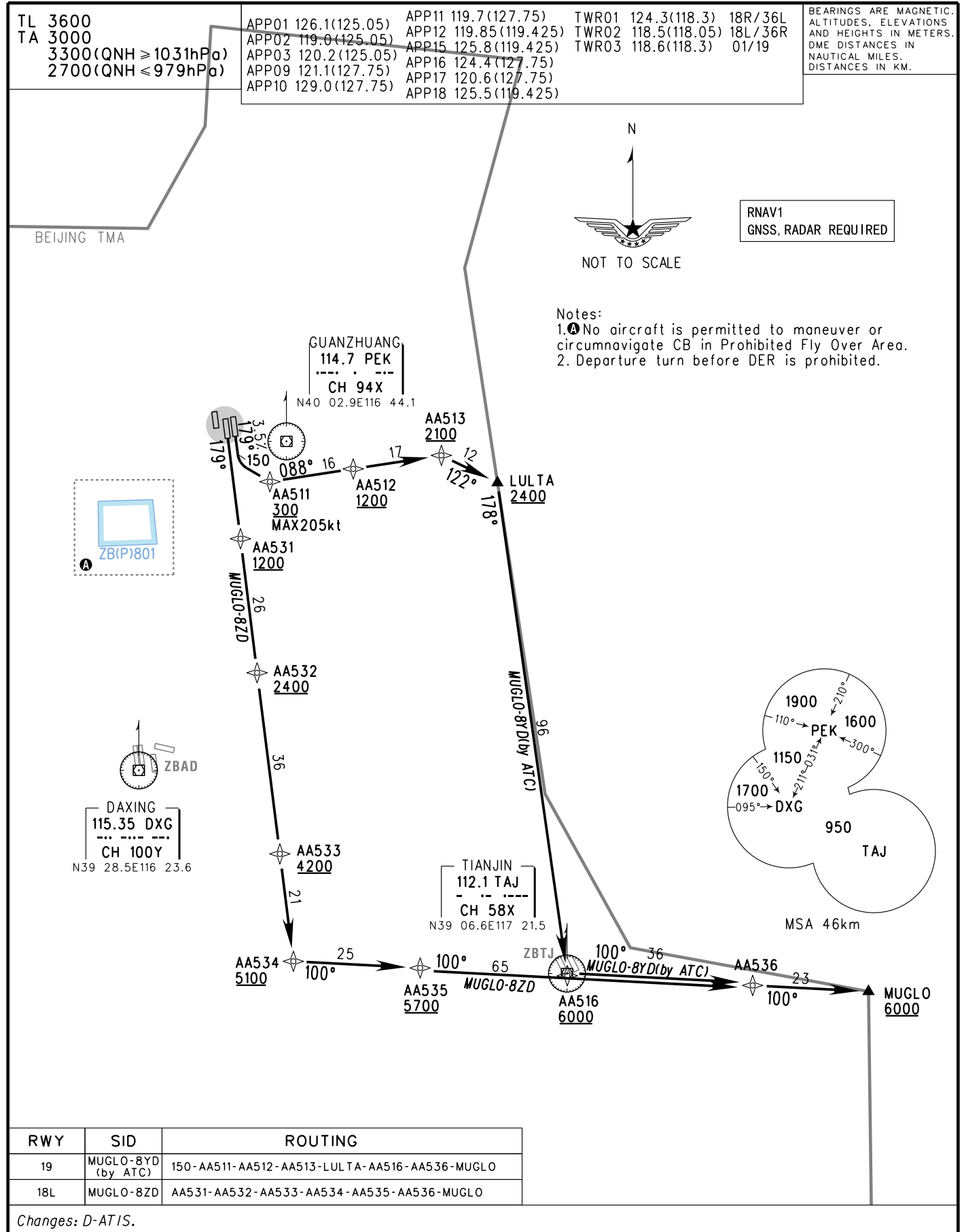
Changes: D-ATIS.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR6° W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY18L/19(MUGLO)



STANDARD DEPARTURE CHART-INSTRUMENT

VAR6° W

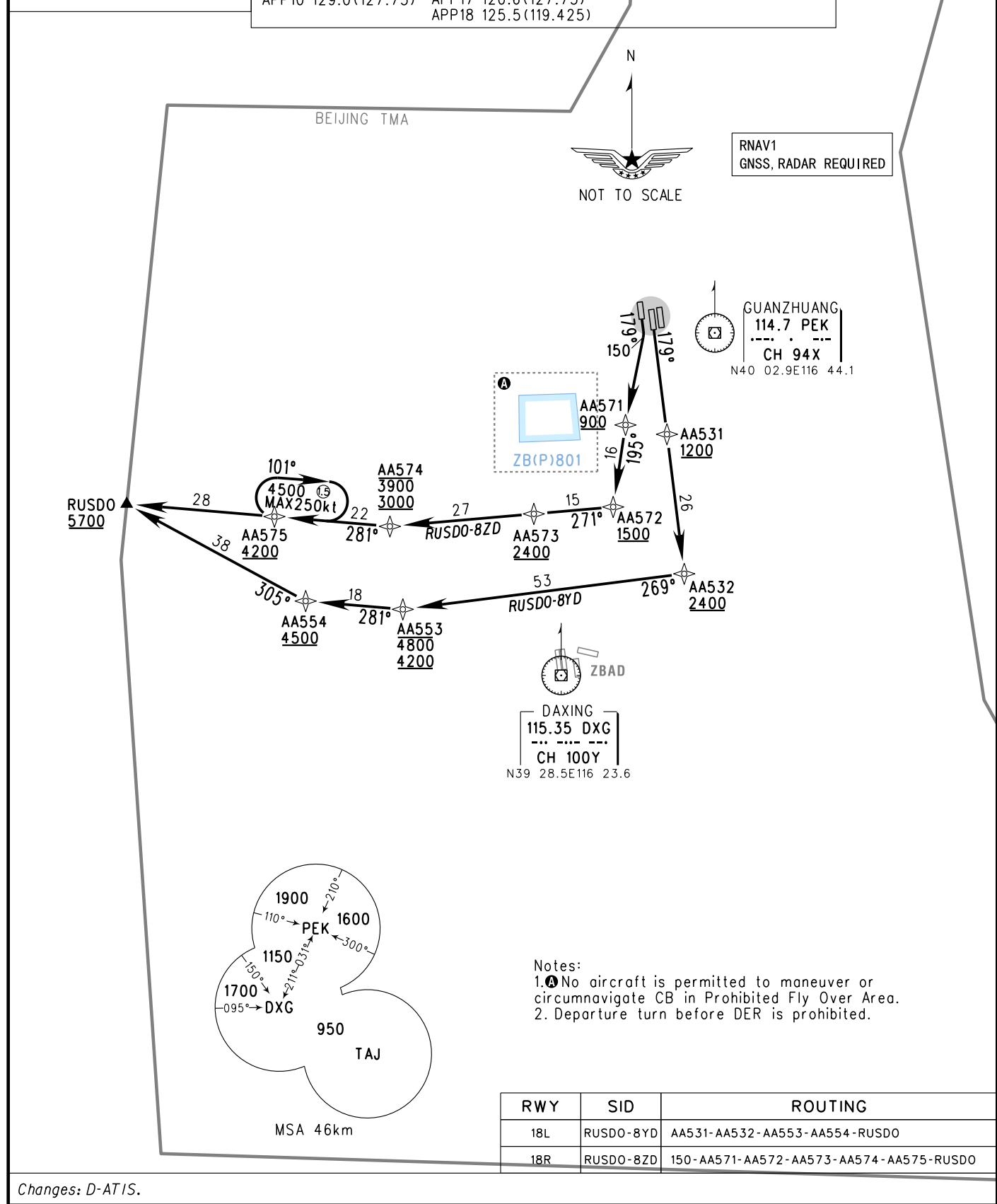
D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY18R/18L(RUSDO)

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

APP01 126.1(125.05)	APP11 119.7(127.75)	TWR01 124.3(118.3)	18R/36L
APP02 119.0(125.05)	APP12 119.85(119.425)	TWR02 118.5(118.05)	18L/36R
APP03 120.2(125.05)	APP15 125.8(119.425)	TWR03 118.6(118.3)	01/19
APP09 121.1(127.75)	APP16 124.4(127.75)		
APP10 129.0(127.75)	APP17 120.6(127.75)		
	APP18 125.5(119.425)		

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM



Notes:
1. No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
2. Departure turn before DER is prohibited.

RWY	SID	ROUTING
18L	RUSDO-8YD	AA531-AA532-AA553-AA554-RUSDO
18R	RUSDO-8ZD	150-AA571-AA572-AA573-AA574-AA575-RUSDO

Changes: D-ATIS.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR6° W

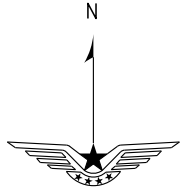
D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY18R/18L/19(BOTPU)

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

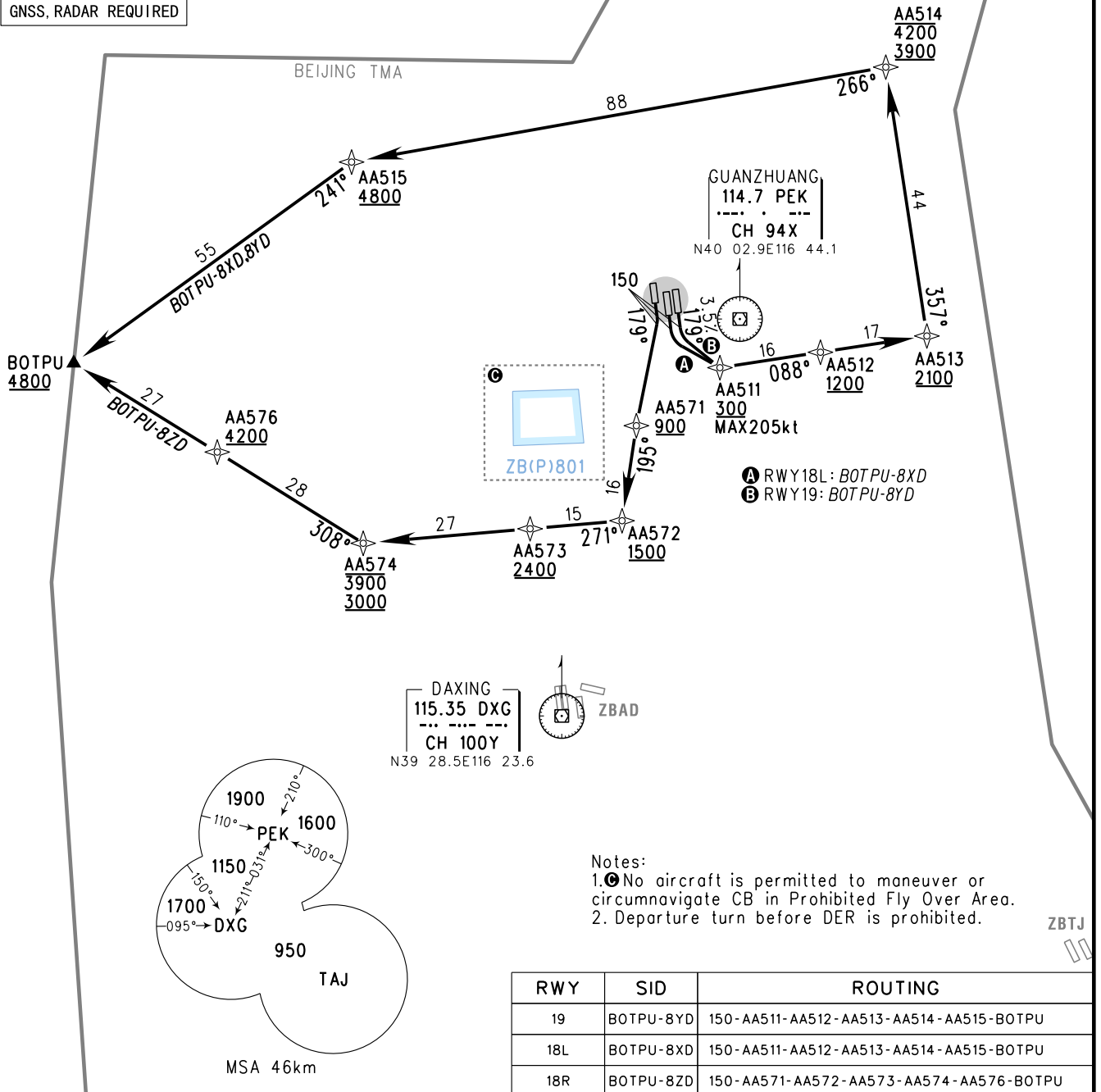
APP01 126.1(125.05) APP11 119.7(127.75) TWR01 124.3(118.3) 18R/36L
APP02 119.0(125.05) APP12 119.85(119.425) TWR02 118.5(118.05) 18L/36R
APP03 120.2(125.05) APP15 125.8(119.425) TWR03 118.6(118.3) 01/19
APP09 121.1(127.75) APP16 124.4(127.75)
APP10 129.0(127.75) APP17 120.6(127.75)
APP18 125.5(119.425)

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.



NOT TO SCALE

RNAV1
GNSS, RADAR REQUIRED



Notes:
1. No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
2. Departure turn before DER is prohibited.

RWY	SID	ROUTING
19	BOTPU-8YD	150-AA511-AA512-AA513-AA514-AA515-BOTPU
18L	BOTPU-8XD	150-AA511-AA512-AA513-AA514-AA515-BOTPU
18R	BOTPU-8ZD	150-AA571-AA572-AA573-AA574-AA576-BOTPU

Changes: D-ATIS.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR6°W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY19(LULTA)

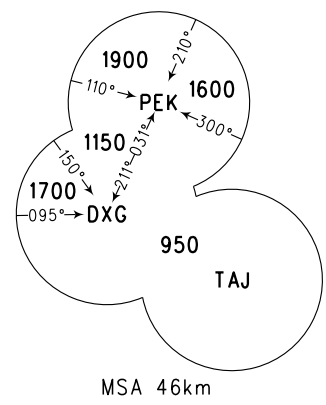
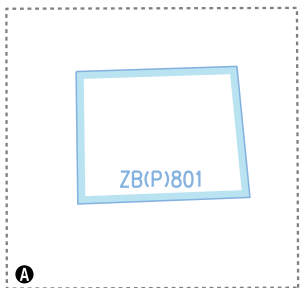
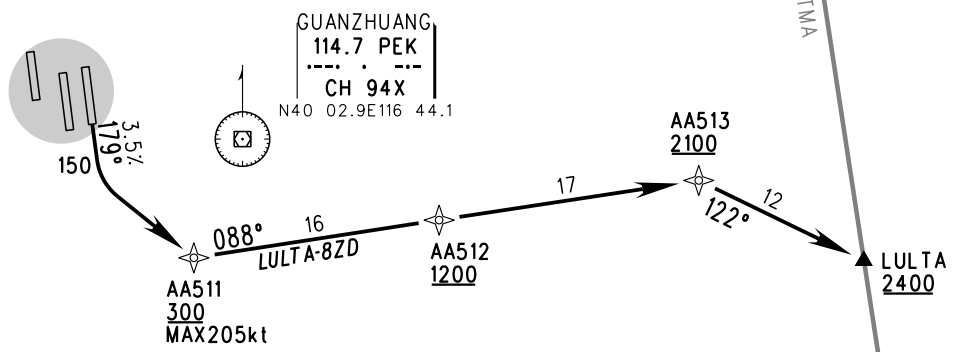
TL 3600 TA 3000 3300(QNH ≥ 1031hPa) 2700(QNH ≤ 979hPa)	APP01 126.1(125.05) APP02 119.0(125.05) APP03 120.2(125.05) APP09 121.1(127.75) APP10 129.0(127.75)	APP11 119.7(127.75) APP12 119.85(119.425) APP15 125.8(119.425) APP16 124.4(127.75) APP17 120.6(127.75) APP18 125.5(119.425)	TWR01 124.3(118.3) 18R/36L TWR02 118.5(118.05) 18L/36R TWR03 118.6(118.3) 01/19	BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.
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This chart used by ATC



RNAV1
GNSS, RADAR REQUIRED

- Notes:
- No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
 - Departure turn before DER is prohibited.



RWY	SID	ROUTING
19	LULTA-8ZD	150-AA511-AA512-AA513-LULTA

Changes: D-ATIS.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR6° W

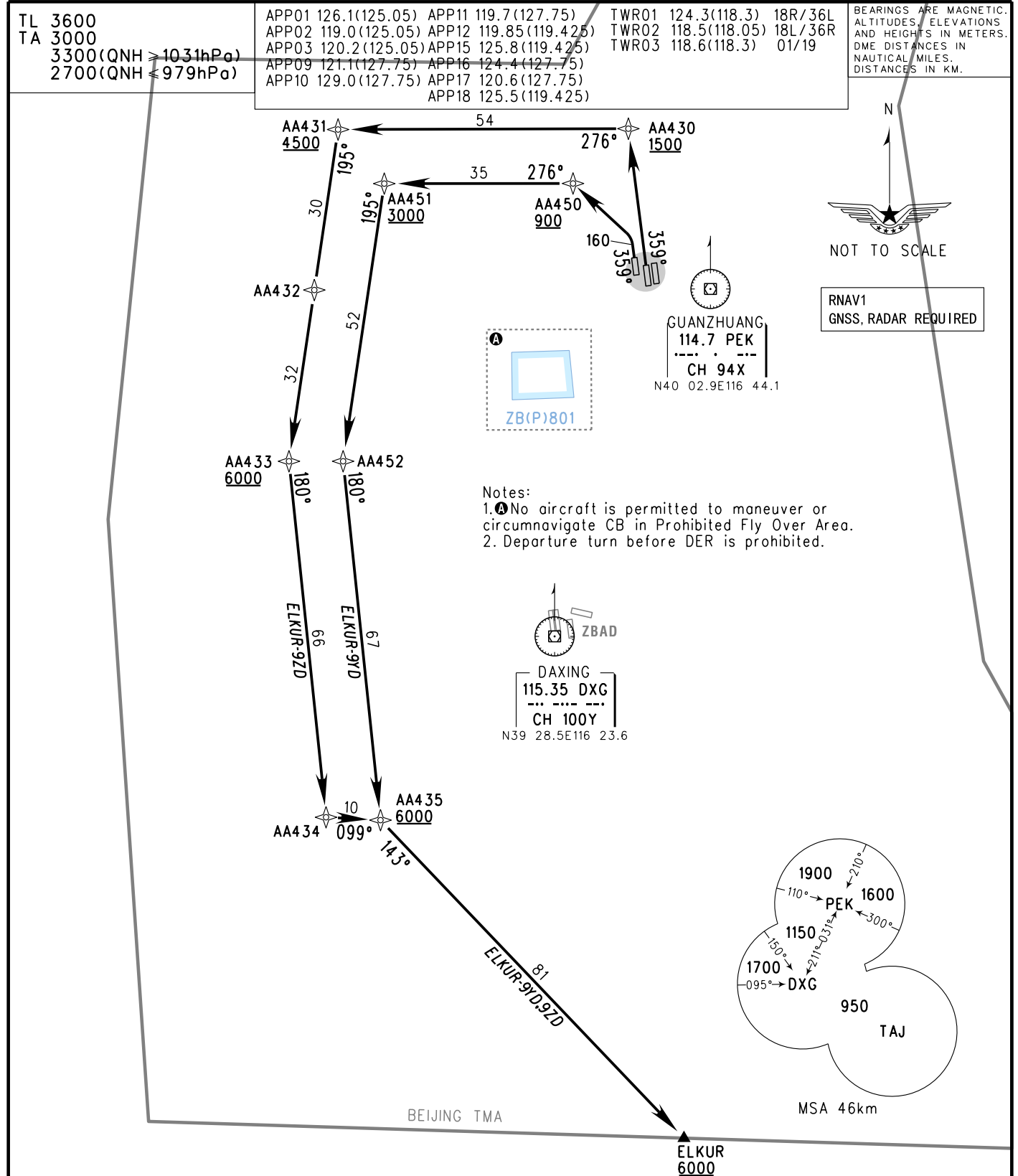
D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY 36L/36R(ELKUR)

TL 3600
TA 3000
3300(QNH 1031hPa)
2700(QNH 979hPa)

APP01 126.1(125.05) APP11 119.7(127.75) TWR01 124.3(118.3) 18R/36L
APP02 119.0(125.05) APP12 119.85(119.425) TWR02 118.5(118.05) 18L/36R
APP03 120.2(125.05) APP15 125.8(119.425) TWR03 118.6(118.3) 01/19
APP09 121.1(127.75) APP16 124.4(127.75)
APP10 129.0(127.75) APP17 120.6(127.75)
APP18 125.5(119.425)

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.



Notes:
1. No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
2. Departure turn before DER is prohibited.

RWY	SID	ROUTING
36R	ELKUR-9ZD	AA430-AA431-AA432-AA433-AA434-AA435-ELKUR
36L	ELKUR-9YD	160-AA450-AA451-AA452-AA435-ELKUR

Changes: D-ATIS.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR6° W

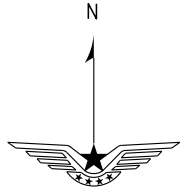
D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY36L/36R(RUSDO)

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

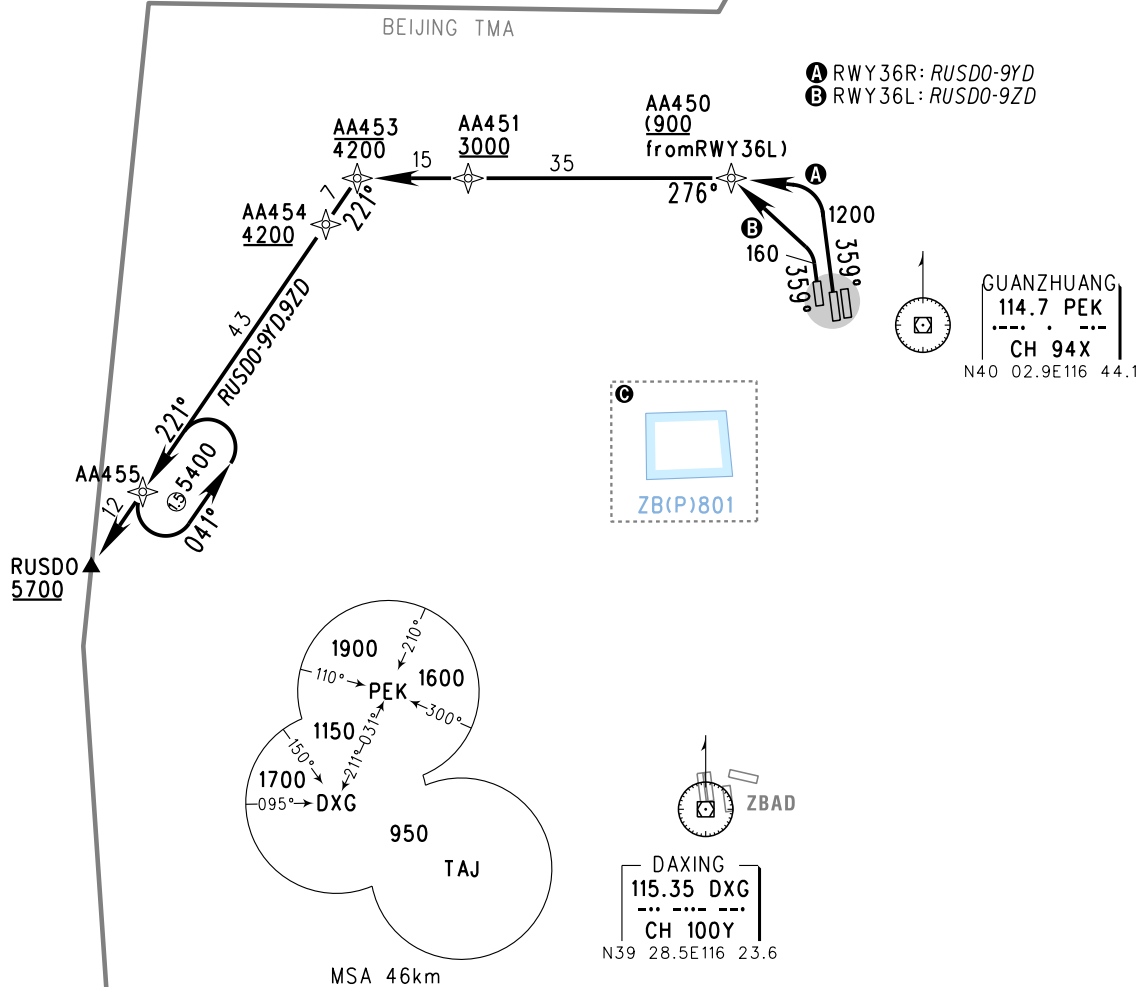
APP01 126.1(125.05)	APP11 119.7(127.75)	TWR01 124.3(118.3)	18R/36L
APP02 119.0(125.05)	APP12 119.85(119.425)	TWR02 118.5(118.05)	18L/36R
APP03 120.2(125.05)	APP15 125.8(119.425)	TWR03 118.6(118.3)	01/19
APP09 121.1(127.75)	APP16 124.4(127.75)		
APP10 129.0(127.75)	APP17 120.6(127.75)		
	APP18 125.5(119.425)		

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.



NOT TO SCALE

RNAV1
GNSS, RADAR REQUIRED



Notes:
1. No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
2. Departure turn before DER is prohibited.

RWY	SID	ROUTING
36R	RUSDO-9YD	1200-AA450-AA451-AA453-AA454-AA455-RUSDO
36L	RUSDO-9ZD	160-AA450-AA451-AA453-AA454-AA455-RUSDO

Changes: D-ATIS.

STANDARD DEPARTURE CHART - INSTRUMENT

VAR6° W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital
RNAV RWY 36R(BOTPU)

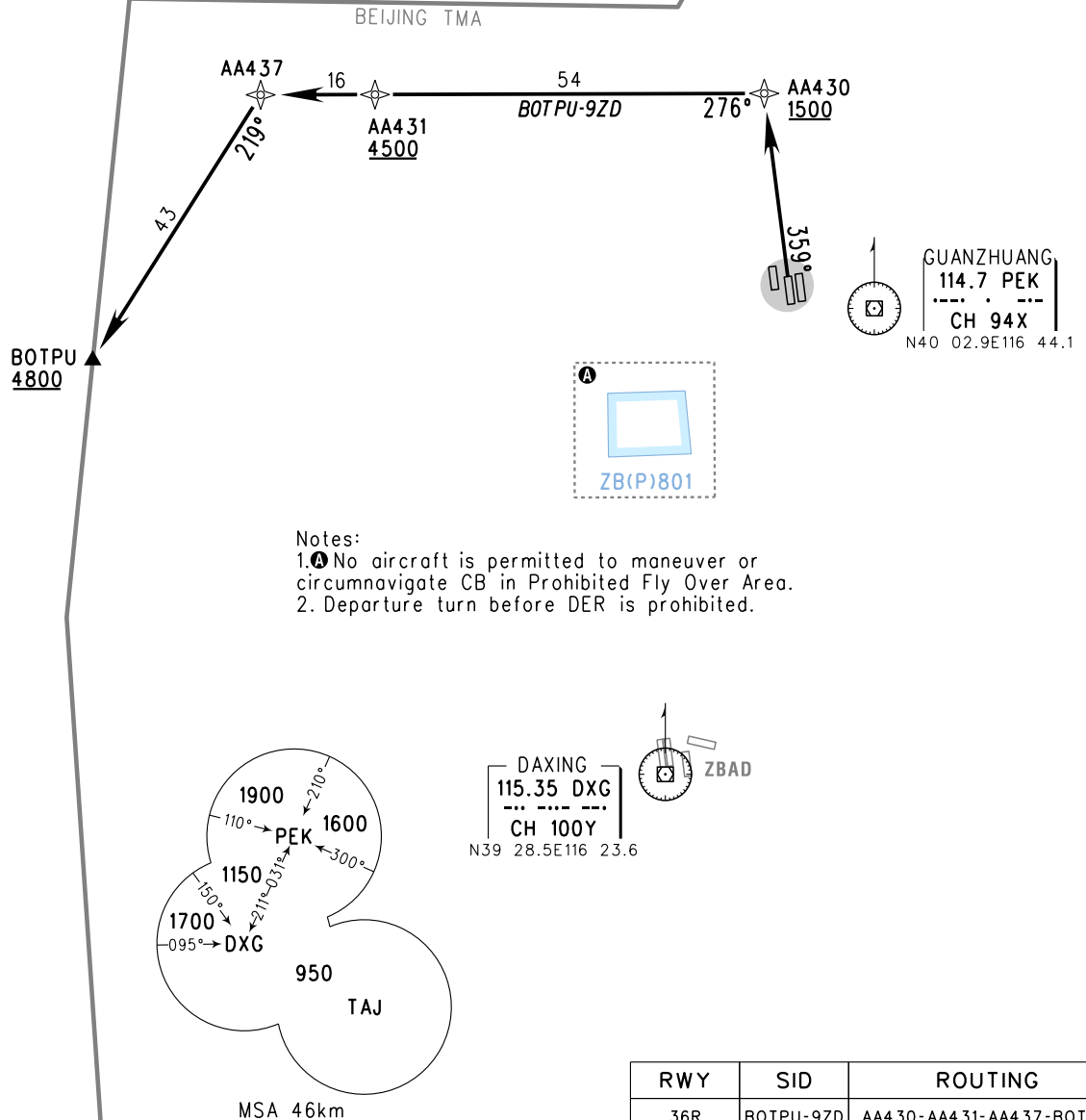
TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

APP01 126.1(125.05)	APP11 119.7(127.75)	TWR01 124.3(118.3)	18R/36L
APP02 119.0(125.05)	APP12 119.85(119.425)	TWR02 118.5(118.05)	18L/36R
APP03 120.2(125.05)	APP15 125.8(119.425)	TWR03 118.6(118.3)	01/19
APP09 121.1(127.75)	APP16 124.4(127.75)		
APP10 129.0(127.75)	APP17 120.6(127.75)		
	APP18 125.5(119.425)		

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.



RNAV1
GNSS, RADAR REQUIRED



Changes: D-ATIS.

STANDARD ARRIVAL CHART - INSTRUMENT

VAR6° W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital

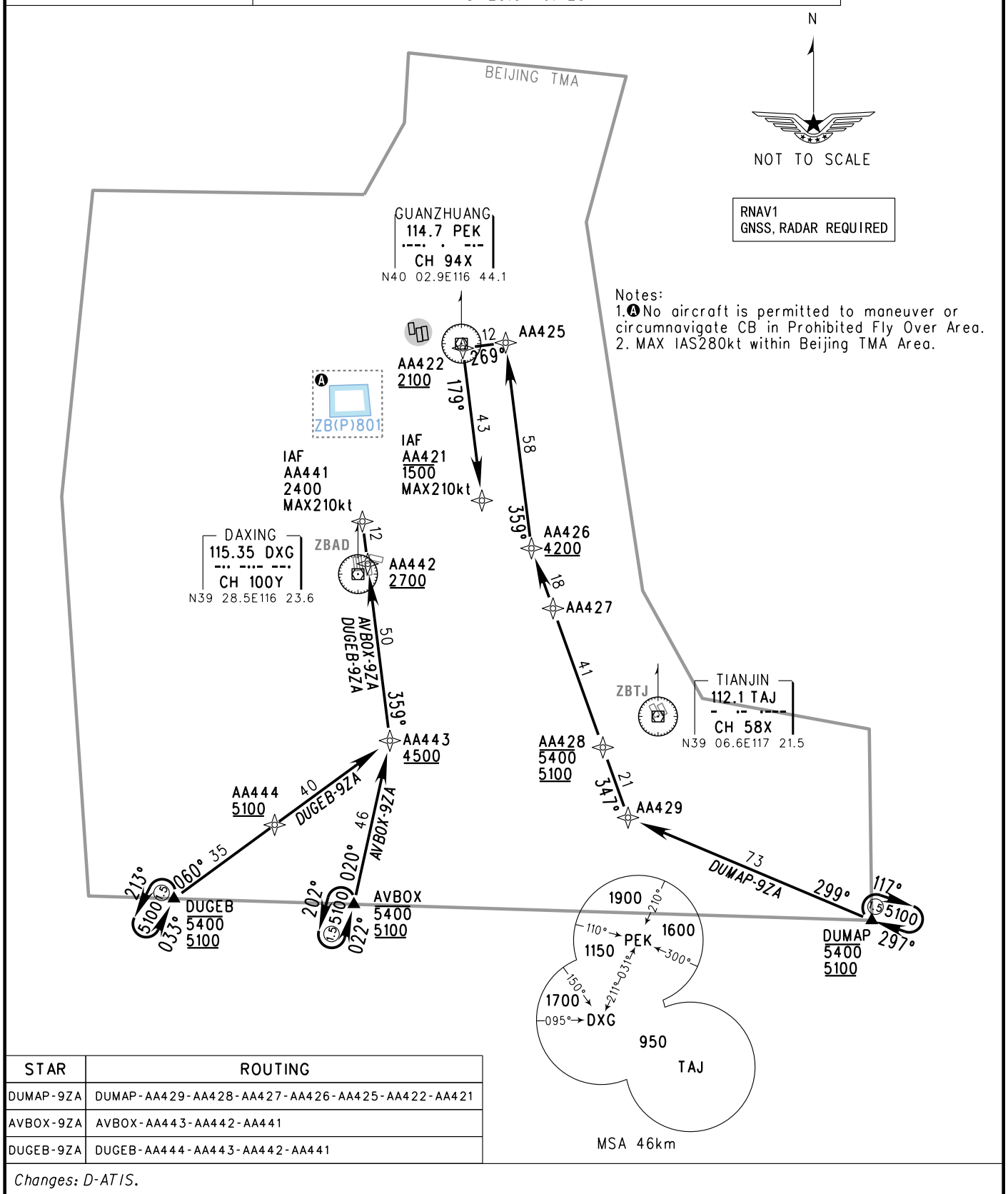
RNAV RWY36L/36R/01
(AVBOX/DUGEB/DUMAP)

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

APP01 126.1(125.05) APP11 119.7(127.75)
APP02 119.0(125.05) APP12 119.85(119.425)
APP03 120.2(125.05) APP15 125.8(119.425)
APP09 121.1(127.75) APP16 124.4(127.75)
APP10 129.0(127.75) APP17 120.6(127.75)
APP18 125.5(119.425)

TWR01 124.3(118.3) 18R/36L
TWR02 118.5(118.05) 18L/36R
TWR03 118.6(118.3) 01/19

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.



STANDARD ARRIVAL CHART - INSTRUMENT

VAR6° W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

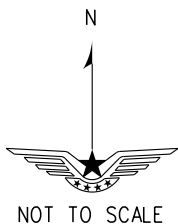
ZBAA BEIJING/Capital

RNAV RWY 36L/36R/01(GUVBA/OSUBA)

TL 3600
TA 3000
3300(QNH ≥ 1031hPa)
2700(QNH ≤ 979hPa)

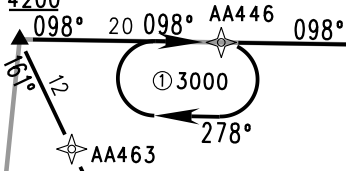
APP01 126.1(125.05) APP11 119.7(127.75) TWR01 124.3(118.3) 18R/36L
APP02 119.0(125.05) APP12 119.85(119.425) TWR02 118.5(118.05) 18L/36R
APP03 120.2(125.05) APP15 125.8(119.425) TWR03 118.6(118.3) 01/19
APP09 121.1(127.75) APP16 124.4(127.75)
APP10 129.0(127.75) APP17 120.6(127.75)
APP18 125.5(119.425)

BEARINGS ARE MAGNETIC.
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METERS.
DME DISTANCES IN
NAUTICAL MILES.
DISTANCES IN KM.

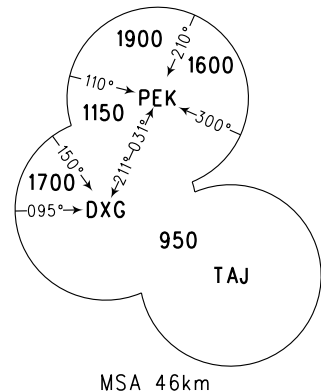
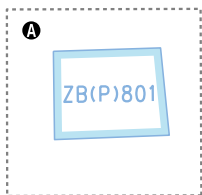


RNAV1
GNSS, RADAR REQUIRED

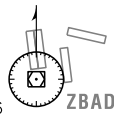
GUVBA
4500
4200



- Notes:
1. No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
 2. MAX IAS280kt within Beijing TMA Area.



DAXING
115.35 DXG
CH 100Y
N39 28.5E116 23.6



STAR	ROUTING
OSUBA-9ZA	OSUBA-AA424-AA423-AA422-AA421
GUVBA-9ZA	GUVBA-AA446-AA445-AA423-AA422-AA421
GUVBA-9YA (by ATC)	GUVBA-AA463-AA462-AA441

Changes: D-ATIS.

STANDARD ARRIVAL CHART - INSTRUMENT

ZBAA BEIJING/Capital
 RNAV Rwy18R/18L/19
 (AVBOX/DUGEB/DUMAP)

VAR6° W

D-ATIS(English) 128.65
 D-ATIS(Chinese) 127.6

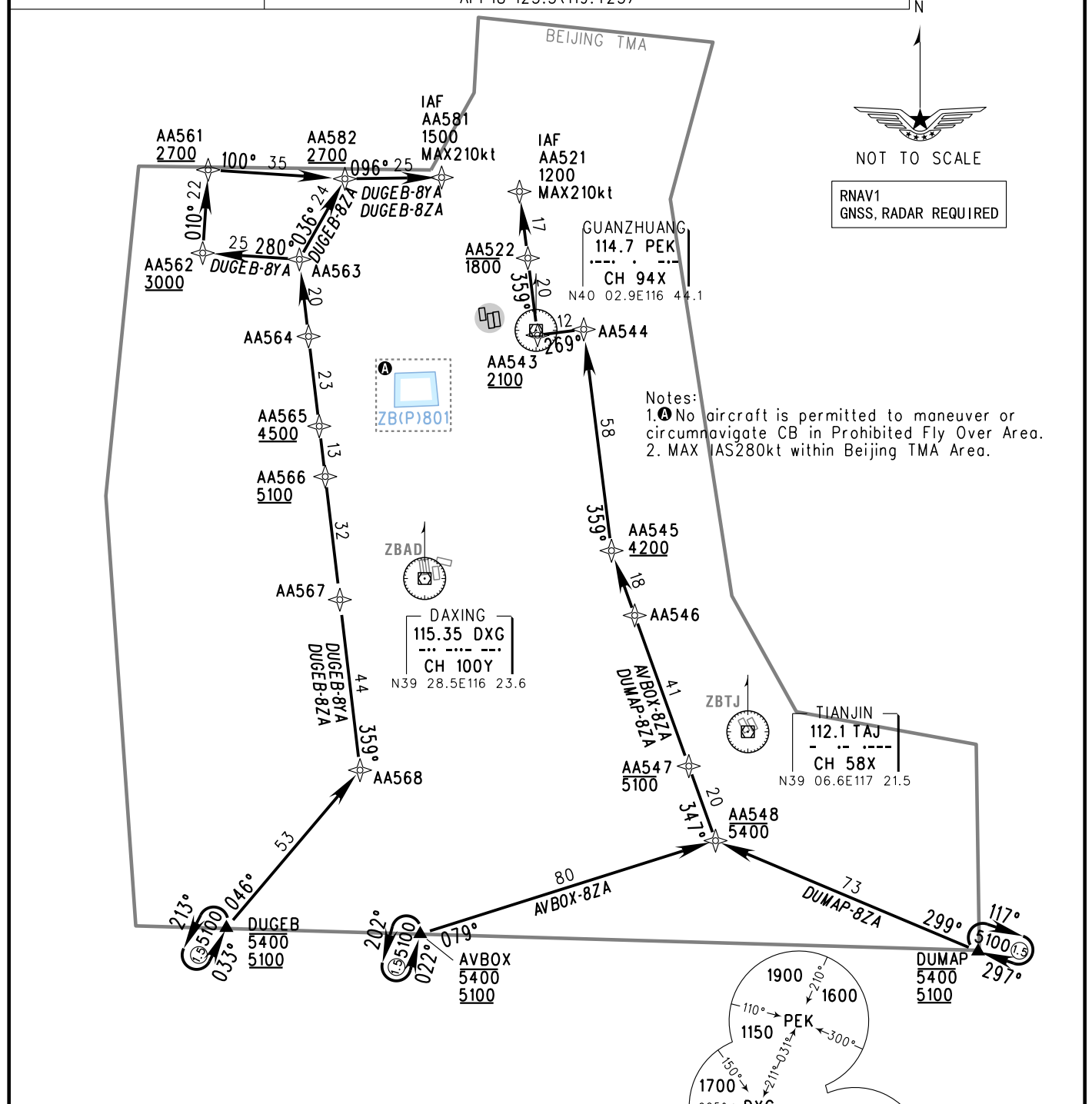
TL 3600
 TA 3000
 3300(QNH ≥1031hPa)
 2700(QNH ≤979hPa)

APP01 126.1(125.05)
 APP02 119.0(125.05)
 APP03 120.2(125.05)
 APP09 121.1(127.75)
 APP10 129.0(127.75)

APP11 119.7(127.75)
 APP12 119.85(119.425)
 APP15 125.8(119.425)
 APP16 124.4(127.75)
 APP17 120.6(127.75)
 APP18 125.5(119.425)

TWR01 124.3(118.3) 18R/36L
 TWR02 118.5(118.05) 18L/36R
 TWR03 118.6(118.3) 01/19

BEARINGS ARE MAGNETIC.
 ALTITUDES, ELEVATIONS
 AND HEIGHTS IN METERS.
 DME DISTANCES IN
 NAUTICAL MILES.
 DISTANCES IN KM.



NOT TO SCALE
 RNAV1
 GNSS, RADAR REQUIRED

STAR	ROUTING
DUMAP-8ZA	DUMAP-AA548-AA547-AA546-AA545-AA544-AA543-AA522-AA521
AVBOX-8ZA	AVBOX-AA548-AA547-AA546-AA545-AA544-AA543-AA522-AA521
DUGEB-8ZA	DUGEB-AA568-AA567-AA566-AA565-AA564-AA563-AA582-AA581
DUGEB-8YA	DUGEB-AA568-AA567-AA566-AA565-AA564-AA563-AA562-AA561-AA582-AA581

Changes: D-ATIS.

STANDARD ARRIVAL CHART - INSTRUMENT

ZBAA BEIJING/Capital

D-ATIS(English) 128.65 TWR01 124.3(118.3) 18R/36L
 VAR6° W D-ATIS(Chinese) 127.6 TWR02 118.5(118.05) 18L/36R
 TWR03 118.6(118.3) 01/19

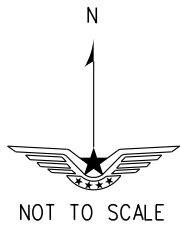
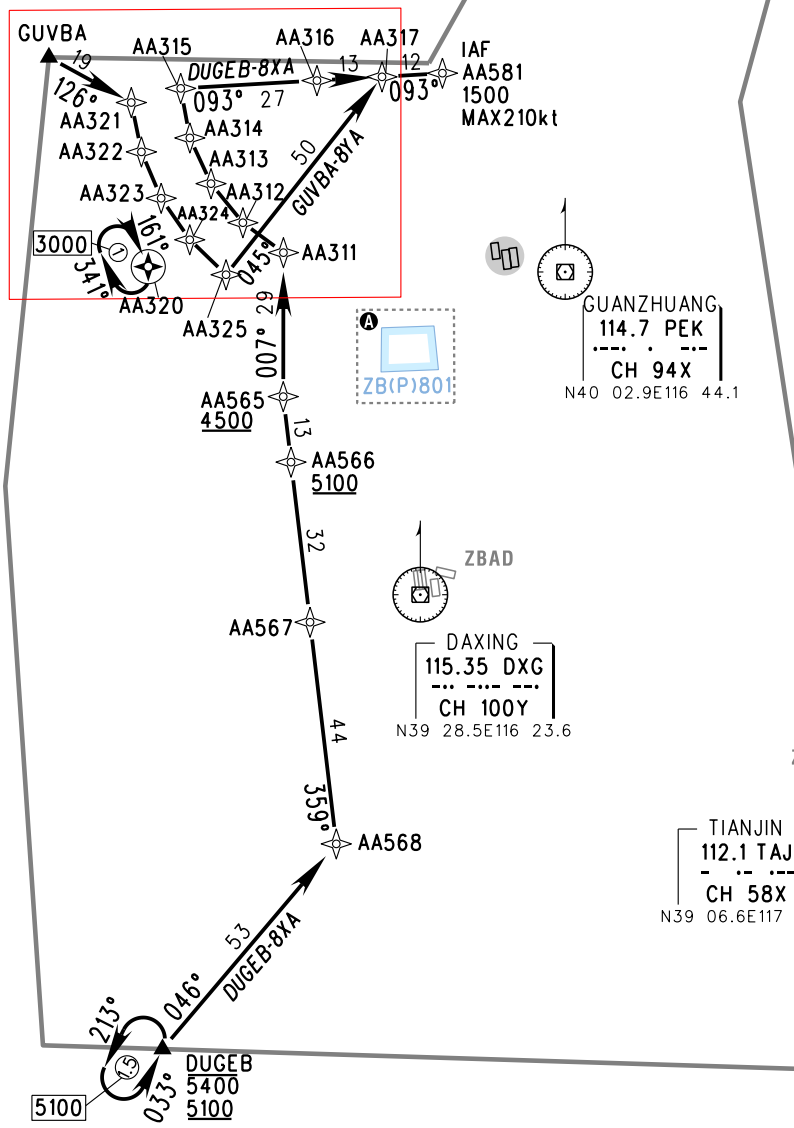
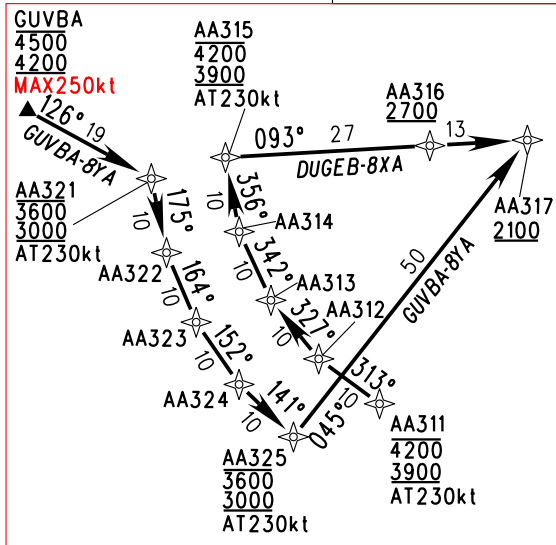
RNAV RWY18R/18L/19
 (DUGEB/GUVBA)

TL 3600
 TA 3000
 3300(QNH ≥ 1031hPa)
 2700(QNH ≤ 979hPa)

APP01 126.1(125.05) APP12 119.85(119.425)
 APP02 119.0(125.05) APP15 125.8(119.425)
 APP03 120.2(125.05) APP16 124.4(127.75)
 APP09 121.1(127.75) APP17 120.6(127.75)
 APP10 129.0(127.75) APP18 125.5(119.425)
 APP11 119.7(127.75)

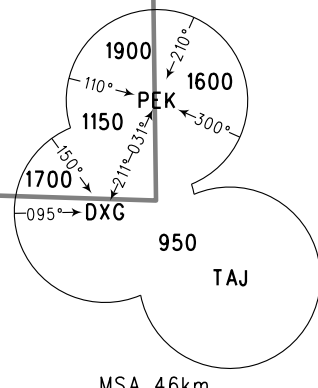
Only used for PMS

BEARINGS ARE MAGNETIC.
 ALTITUDES, ELEVATIONS
 AND HEIGHTS IN METERS.
 DME DISTANCES IN
 NAUTICAL MILES.
 DISTANCES IN KM.



RNAV1
 GNSS, RADAR REQUIRED

- Notes:
- No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
 - MAX IAS 280kt within Beijing TMA Area.



STAR	ROUTING
DUGEB-8XA	DUGEB-AA568-AA567-AA566-AA565-AA311-AA312-AA313-AA314-AA315-AA316-AA317-AA581
GUVBA-8YA	GUVBA-AA321-AA322-AA323-AA324-AA325-AA317-AA581

Changes: Procedure.

STANDARD ARRIVAL CHART - INSTRUMENT

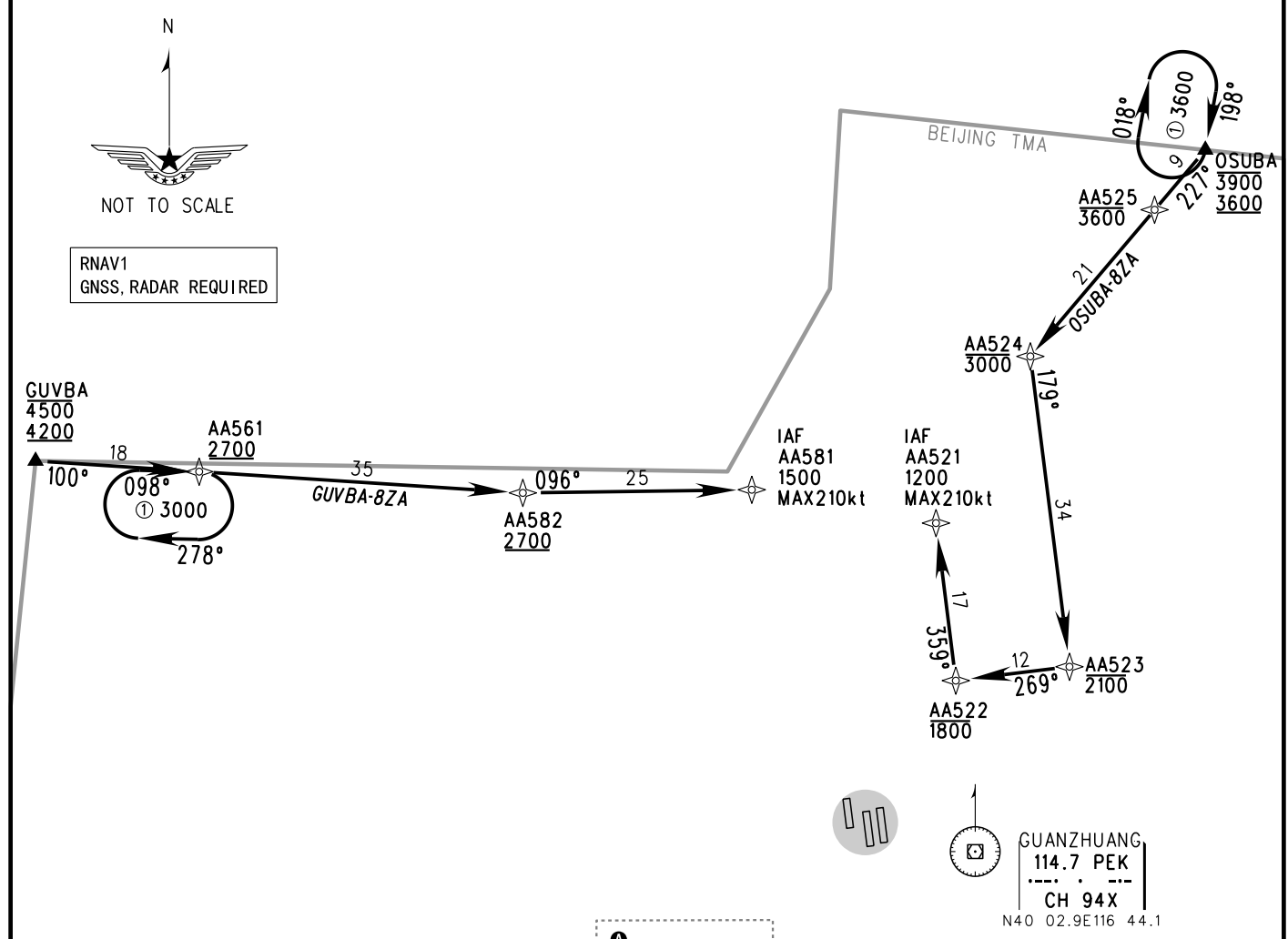
VAR6° W

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6

ZBAA BEIJING/Capital

RNAV RWY18R/18L/19(GUVBA/OSUBA)

TL 3600 TA 3000 3300(QNH ≥ 1031hPa) 2700(QNH ≤ 979hPa)	APP01 126.1(125.05) APP02 119.0(125.05) APP03 120.2(125.05) APP09 121.1(127.75) APP10 129.0(127.75)	APP11 119.7(127.75) APP12 119.85(119.425) APP15 125.8(119.425) APP16 124.4(127.75) APP17 120.6(127.75) APP18 125.5(119.425)	TWR01 124.3(118.3) 18R/36L TWR02 118.5(118.05) 18L/36R TWR03 118.6(118.3) 01/19	BEARINGS ARE MAGNETIC. ALTITUDES, ELEVATIONS AND HEIGHTS IN METERS. DME DISTANCES IN NAUTICAL MILES. DISTANCES IN KM.
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Notes:

1. **A** No aircraft is permitted to maneuver or circumnavigate CB in Prohibited Fly Over Area.
2. MAX IAS280kt within Beijing TMA Area.

STAR	ROUTING
OSUBA-8ZA	OSUBA-AA525-AA524-AA523-AA522-AA521
GUVBA-8ZA	GUVBA-AA561-AA582-AA581

Changes: D-ATIS.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY01 Approach Transition AA441								
IF	AA441				2400	MAX210		RNAV1
TF	AA464				2100			RNAV1
RWY01 Missed Approach								
CA			359		230			RNAV1
DF	PEK			R	<u>600</u>			RNAV1
RWY01 Missed Approach Holding(Outbound Time:1min)								
HM	PEK	Y	179	L	600			RNAV1
RWY18L Approach Transition AA521								
IF	AA521				1200	MAX210		RNAV1
TF	AA591				1200			RNAV1
RWY18L Approach Transition AA581								
IF	AA581				1500	MAX210		RNAV1
TF	AA583				1500			RNAV1
RWY18L Missed Approach								
CF	AA510	Y	179		<u>300</u>	MAX210		RNAV1
DF	PEK			L	1200			RNAV1
RWY18L Missed Approach Holding(Outbound Time:1min)								
HM	PEK	Y	359	R	1200			RNAV1
RWY18R Approach Transition AA581								
IF	AA581				1500	MAX210		RNAV1
TF	AA580				1500			RNAV1
RWY18R Approach Transition AA521								
IF	AA521				1200	MAX210		RNAV1
TF	AA585				1200			RNAV1
RWY18R Missed Approach								
CA			179		170			RNAV1
DF	SZY			R	<u>700</u>	MAX210		RNAV1
TF	AA505				<u>1200</u>			RNAV1
RWY19 Approach Transition AA521								
IF	AA521				1200	MAX210		RNAV1
TF	AA520				1200			RNAV1
RWY19 Approach Transition AA581								
IF	AA581				1500	MAX210		RNAV1
TF	AA587				1500			RNAV1
RWY19 Missed Approach								
CA			179		200			RNAV1
DF	PEK			L	<u>600</u>			RNAV1

Changes: New chart.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY18L SID IDKEX-8YD								
CA			179		150			RNAV1
DF	AA511			L	<u>300</u>	MAX205		RNAV1
TF	AA512				<u>1200</u>			RNAV1
TF	AA513				<u>2100</u>			RNAV1
TF	AA514				<u>4200</u> <u>3900</u>			RNAV1
TF	IDKEX				<u>4200</u>			RNAV1
RWY18L SID DOTRA-8YD								
CA			179		150			RNAV1
DF	AA511			L	<u>300</u>	MAX205		RNAV1
TF	AA512				<u>1200</u>			RNAV1
TF	AA513				<u>2100</u>			RNAV1
TF	AA514				<u>4200</u> <u>3900</u>			RNAV1
TF	DOTRA				<u>4200</u>			RNAV1
RWY18L SID MUGLO-8ZD								
CF	AA531		179		<u>1200</u>			RNAV1
TF	AA532				<u>2400</u>			RNAV1
TF	AA533				<u>4200</u>			RNAV1
TF	AA534				<u>5100</u>			RNAV1
TF	AA535				<u>5700</u>			RNAV1
TF	AA536							RNAV1
TF	MUGLO				<u>6000</u>			RNAV1
RWY18L SID IGMOR-8ZD								
CF	AA531		179		<u>1200</u>			RNAV1
TF	AA532				<u>2400</u>			RNAV1
TF	AA533				<u>4200</u>			RNAV1
TF	AA534				<u>5100</u>			RNAV1
TF	AA535				<u>5700</u>			RNAV1
TF	AA536							RNAV1
TF	IGMOR				<u>6000</u>			RNAV1
RWY18L SID ELKUR-8ZD								
CF	AA531		179		<u>1200</u>			RNAV1
TF	AA532				<u>2400</u>			RNAV1
TF	AA533				<u>4200</u>			RNAV1
TF	AA534				<u>5100</u>			RNAV1
TF	AA537				<u>5700</u>			RNAV1
TF	AA538							RNAV1

Changes: New chart.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY36R SID IGMOR-9ZD								
CF	AA430		359		<u>1500</u>			RNAV1
TF	AA431				<u>4500</u>			RNAV1
TF	AA432							RNAV1
TF	AA433				<u>6000</u>			RNAV1
TF	AA434							RNAV1
TF	AA435							RNAV1
TF	AA436							RNAV1
TF	IGMOR				<u>6000</u>			RNAV1
RWY36R SID IGMOR-9WD(by ATC)								
CA			359		1200			RNAV1
DF	AA410			R	<u>1200</u>			RNAV1
TF	AA411				<u>2100</u>			RNAV1
TF	LULTA				<u>2400</u>			RNAV1
TF	AA516				<u>6000</u>			RNAV1
TF	IGMOR				<u>6000</u>			RNAV1
RWY36R SID ELKUR-9ZD								
CF	AA430		359		<u>1500</u>			RNAV1
TF	AA431				<u>4500</u>			RNAV1
TF	AA432							RNAV1
TF	AA433				<u>6000</u>			RNAV1
TF	AA434							RNAV1
TF	AA435							RNAV1
TF	ELKUR				<u>6000</u>			RNAV1
RWY36R SID RUSDO-9YD								
CA			359		1200			RNAV1
DF	AA450			L				RNAV1
TF	AA451				<u>3000</u>			RNAV1
TF	AA453				<u>4200</u>			RNAV1
TF	AA454				<u>4200</u>			RNAV1
TF	AA455							RNAV1
TF	RUSDO				<u>5700</u>			RNAV1
RWY36R SID BOTPU-9ZD								
CF	AA430		359		<u>1500</u>			RNAV1
TF	AA431				<u>4500</u>			RNAV1
TF	AA437							RNAV1
TF	BOTPU				<u>4800</u>			RNAV1
RWY36L SID MUGLO-9XD								
CA			359		160			RNAV1

Changes: New chart.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	IGMOR				6000			RNAV1
RWY36R SID IDKEX-9YD								
CA			359		1200			RNAV1
DF	AA410			R	1200			RNAV1
TF	AA411				2100			RNAV1
TF	AA412				4200 3000			RNAV1
TF	AA413				3600			RNAV1
TF	IDKEX				4200			RNAV1
RWY36R SID DOTRA-9YD								
CA			359		1200			RNAV1
DF	AA410			R	1200			RNAV1
TF	AA411				2100			RNAV1
TF	AA412				4200 3000			RNAV1
TF	AA414				3600			RNAV1
TF	DOTRA				4200			RNAV1
RWY36R SID LULTA-9YD(by ATC)								
CA			359		1200			RNAV1
DF	AA410			R	1200			RNAV1
TF	AA411				2100			RNAV1
TF	LULTA				2400			RNAV1
RWY36R SID MUGLO-9ZD								
CF	AA430		359		1500			RNAV1
TF	AA431				4500			RNAV1
TF	AA432							RNAV1
TF	AA433				6000			RNAV1
TF	AA434							RNAV1
TF	AA435							RNAV1
TF	AA436							RNAV1
TF	MUGLO				6000			RNAV1
RWY36R SID MUGLO-9WD(by ATC)								
CA			359		1200			RNAV1
DF	AA410			R	1200			RNAV1
TF	AA411				2100			RNAV1
TF	LULTA				2400			RNAV1
TF	AA516				6000			RNAV1
TF	MUGLO				6000			RNAV1

Changes: New chart.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	AA545				<u>4200</u>			RNAV1
TF	AA544							RNAV1
TF	AA543				<u>2100</u>			RNAV1
TF	AA522				<u>1800</u>			RNAV1
TF	AA521				1200	MAX210		RNAV1
RWY18L/18R/19 STAR DUGEB-8ZA								
IF	DUGEB				<u>5400</u> <u>5100</u>			RNAV1
TF	AA568							RNAV1
TF	AA567							RNAV1
TF	AA566				<u>5100</u>			RNAV1
TF	AA565				<u>4500</u>			RNAV1
TF	AA564							RNAV1
TF	AA563							RNAV1
TF	AA582				<u>2700</u>			RNAV1
TF	AA581				1500	MAX210		RNAV1
RWY18L/18R/19 STAR DUGEB-8YA								
IF	DUGEB				<u>5400</u> <u>5100</u>			RNAV1
TF	AA568							RNAV1
TF	AA567							RNAV1
TF	AA566				<u>5100</u>			RNAV1
TF	AA565				<u>4500</u>			RNAV1
TF	AA564							RNAV1
TF	AA563							RNAV1
TF	AA562				<u>3000</u>			RNAV1
TF	AA561				<u>2700</u>			RNAV1
TF	AA582				<u>2700</u>			RNAV1
TF	AA581				1500	MAX210		RNAV1
RWY18L/18R/19 STAR DUGEB-8XA								
IF	DUGEB				<u>5400</u> <u>5100</u>			RNAV1
TF	AA568							RNAV1
TF	AA567							RNAV1
TF	AA566				<u>5100</u>			RNAV1
TF	AA565				<u>4500</u>			RNAV1
TF	AA311				<u>4200</u> <u>3900</u>	AT230		RNAV1
TF	AA312							RNAV1

Changes: New chart.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY01 SID IDKEX-9ZD								
CA			359		230			RNAV1
DF	AA171			R				RNAV1
TF	AA172				<u>900</u>			RNAV1
TF	AA411				<u>2100</u>			RNAV1
TF	AA412				<u>4200</u> <u>3000</u>			RNAV1
TF	AA413				<u>3600</u>			RNAV1
TF	IDKEX				<u>4200</u>			RNAV1
RWY01 SID DOTRA-9ZD								
CA			359		230			RNAV1
DF	AA171			R				RNAV1
TF	AA172				<u>900</u>			RNAV1
TF	AA411				<u>2100</u>			RNAV1
TF	AA412				<u>4200</u> <u>3000</u>			RNAV1
TF	AA414				<u>3600</u>			RNAV1
TF	DOTRA				<u>4200</u>			RNAV1
RWY01 SID LULTA-9ZD(by ATC)								
CA			359		230			RNAV1
DF	AA171			R				RNAV1
TF	AA172				<u>900</u>			RNAV1
TF	AA411				<u>2100</u>			RNAV1
TF	LULTA				<u>2400</u>			RNAV1
RWY01 SID MUGLO-9YD(by ATC)								
CA			359		230			RNAV1
DF	AA171			R				RNAV1
TF	AA172				<u>900</u>			RNAV1
TF	AA411				<u>2100</u>			RNAV1
TF	LULTA				<u>2400</u>			RNAV1
TF	AA516				<u>6000</u>			RNAV1
TF	MUGLO				<u>6000</u>			RNAV1
RWY01 SID IGMOR-9YD(by ATC)								
CA			359		230			RNAV1
DF	AA171			R				RNAV1
TF	AA172				<u>900</u>			RNAV1
TF	AA411				<u>2100</u>			RNAV1
TF	LULTA				<u>2400</u>			RNAV1
TF	AA516				<u>6000</u>			RNAV1

Changes: New chart.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
DF	AA450			L	<u>900</u>			RNAV1
TF	AA451				<u>3000</u>			RNAV1
TF	AA452							RNAV1
TF	AA435				<u>6000</u>			RNAV1
TF	AA436							RNAV1
TF	MUGLO				<u>6000</u>			RNAV1
RWY36L SID IGMOR-9XD								
CA			359		160			RNAV1
DF	AA450			L	<u>900</u>			RNAV1
TF	AA451				<u>3000</u>			RNAV1
TF	AA452							RNAV1
TF	AA435				<u>6000</u>			RNAV1
TF	AA436							RNAV1
TF	IGMOR				<u>6000</u>			RNAV1
RWY36L SID ELKUR-9YD								
CA			359		160			RNAV1
DF	AA450			L	<u>900</u>			RNAV1
TF	AA451				<u>3000</u>			RNAV1
TF	AA452							RNAV1
TF	AA435				<u>6000</u>			RNAV1
TF	ELKUR				<u>6000</u>			RNAV1
RWY36L SID RUSDO-9ZD								
CA			359		160			RNAV1
DF	AA450			L	<u>900</u>			RNAV1
TF	AA451				<u>3000</u>			RNAV1
TF	AA453				<u>4200</u>			RNAV1
TF	AA454				<u>4200</u>			RNAV1
TF	AA455							RNAV1
TF	RUSDO				<u>5700</u>			RNAV1
RWY19 SID IDKEX-8ZD								
CA			179		150			RNAV1
DF	AA511			L	<u>300</u>	MAX205		RNAV1
TF	AA512				<u>1200</u>			RNAV1
TF	AA513				<u>2100</u>			RNAV1
TF	AA514				<u>4200</u> <u>3900</u>			RNAV1
TF	IDKEX				<u>4200</u>			RNAV1
RWY19 SID DOTRA-8ZD								
CA			179		150			RNAV1

Changes: New chart.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
DF	AA511			L	<u>300</u>	MAX205		RNAV1
TF	AA512				<u>1200</u>			RNAV1
TF	AA513				<u>2100</u>			RNAV1
TF	AA514				<u>4200</u> <u>3900</u>			RNAV1
TF	DOTRA				<u>4200</u>			RNAV1
RWY19 SID LULTA-8ZD(by ATC)								
CA			179		150			RNAV1
DF	AA511			L	<u>300</u>	MAX205		RNAV1
TF	AA512				<u>1200</u>			RNAV1
TF	AA513				<u>2100</u>			RNAV1
TF	LULTA				<u>2400</u>			RNAV1
RWY19 SID MUGLO-8YD(by ATC)								
CA			179		150			RNAV1
DF	AA511			L	<u>300</u>	MAX205		RNAV1
TF	AA512				<u>1200</u>			RNAV1
TF	AA513				<u>2100</u>			RNAV1
TF	LULTA				<u>2400</u>			RNAV1
TF	AA516				<u>6000</u>			RNAV1
TF	AA536							RNAV1
TF	MUGLO				<u>6000</u>			RNAV1
RWY19 SID IGMOR-8YD(by ATC)								
CA			179		150			RNAV1
DF	AA511			L	<u>300</u>	MAX205		RNAV1
TF	AA512				<u>1200</u>			RNAV1
TF	AA513				<u>2100</u>			RNAV1
TF	LULTA				<u>2400</u>			RNAV1
TF	AA516				<u>6000</u>			RNAV1
TF	AA536							RNAV1
TF	IGMOR				<u>6000</u>			RNAV1
RWY19 SID BOTPU-8YD								
CA			179		150			RNAV1
DF	AA511			L	<u>300</u>	MAX205		RNAV1
TF	AA512				<u>1200</u>			RNAV1
TF	AA513				<u>2100</u>			RNAV1
TF	AA514				<u>4200</u> <u>3900</u>			RNAV1
TF	AA515				<u>4800</u>			RNAV1
TF	BOTPU				<u>4800</u>			RNAV1

Changes: New chart.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	ELKUR				5700			RNAV1
RWY18L SID RUSDO-8YD								
CF	AA531		179		1200			RNAV1
TF	AA532				2400			RNAV1
TF	AA553				4800 4200			RNAV1
TF	AA554				4500			RNAV1
TF	RUSDO				5700			RNAV1
RWY18L SID BOTPU-8XD								
CA			179		150			RNAV1
DF	AA511			L	300	MAX205		RNAV1
TF	AA512				1200			RNAV1
TF	AA513				2100			RNAV1
TF	AA514				4200 3900			RNAV1
TF	AA515				4800			RNAV1
TF	BOTPU				4800			RNAV1
RWY18R SID RUSDO-8ZD								
CA			179		150			RNAV1
DF	AA571			R	900			RNAV1
TF	AA572				1500			RNAV1
TF	AA573				2400			RNAV1
TF	AA574				3900 3000			RNAV1
TF	AA575				4200			RNAV1
TF	RUSDO				5700			RNAV1
RWY18R SID BOTPU-8ZD								
CA			179		150			RNAV1
DF	AA571			R	900			RNAV1
TF	AA572				1500			RNAV1
TF	AA573				2400			RNAV1
TF	AA574				3900 3000			RNAV1
TF	AA576				4200			RNAV1
TF	BOTPU				4800			RNAV1
RWY18L SID Holding(Outbound Time:1.5min)								
HM	AA538	Y	193	L	5700			RNAV1
RWY36L/36R SID Holding(Outbound Time:1.5min)								
HM	AA455	Y	221	L	5400			RNAV1

Changes: New chart.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	AA441				2400	MAX210		RNAV1
RWY01/36L/36R STAR DUGEB-9ZA								
IF	DUGEB				<u>5400</u> <u>5100</u>			RNAV1
TF	AA444				<u>5100</u>			RNAV1
TF	AA443				<u>4500</u>			RNAV1
TF	AA442				<u>2700</u>			RNAV1
TF	AA441				2400	MAX210		RNAV1
RWY01/36L/36R STAR GUVBA-9YA(by ATC)								
IF	GUVBA				<u>4500</u> <u>4200</u>			RNAV1
TF	AA463							RNAV1
TF	AA462				<u>3000</u>			RNAV1
TF	AA441				2400	MAX210		RNAV1
RWY18L/18R/19 STAR OSUBA-8ZA								
IF	OSUBA				<u>3900</u> <u>3600</u>			RNAV1
TF	AA525				<u>3600</u>			RNAV1
TF	AA524				<u>3000</u>			RNAV1
TF	AA523				<u>2100</u>			RNAV1
TF	AA522				1800			RNAV1
TF	AA521				1200	MAX210		RNAV1
RWY18L/18R/19 STAR DUMAP-8ZA								
IF	DUMAP				<u>5400</u> <u>5100</u>			RNAV1
TF	AA548				<u>5400</u>			RNAV1
TF	AA547				<u>5100</u>			RNAV1
TF	AA546							RNAV1
TF	AA545				<u>4200</u>			RNAV1
TF	AA544							RNAV1
TF	AA543				<u>2100</u>			RNAV1
TF	AA522				1800			RNAV1
TF	AA521				1200	MAX210		RNAV1
RWY18L/18R/19 STAR AVBOX-8ZA								
IF	AVBOX				<u>5400</u> <u>5100</u>			RNAV1
TF	AA548				<u>5400</u>			RNAV1
TF	AA547				<u>5100</u>			RNAV1
TF	AA546							RNAV1

Changes: New chart.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
TF	AA313							RNAV1
TF	AA314							RNAV1
TF	AA315				4200 3900	AT230		RNAV1
TF	AA316				2700			RNAV1
TF	AA317				2100			RNAV1
TF	AA581				1500	MAX210		RNAV1
RWY18L/18R/19 STAR GUVBA-8ZA								
IF	GUVBA				4500 4200			RNAV1
TF	AA561				2700			RNAV1
TF	AA582				2700			RNAV1
TF	AA581				1500	MAX210		RNAV1
RWY18L/18R/19 STAR GUVBA-8YA								
IF	GUVBA				4500 4200	MAX250		RNAV1
TF	AA321				3600 3000	AT230		RNAV1
TF	AA322							RNAV1
TF	AA323							RNAV1
TF	AA324							RNAV1
TF	AA325				3600 3000	AT230		RNAV1
TF	AA317				2100			RNAV1
TF	AA581				1500	MAX210		RNAV1
RWY01/18L/18R/19/36L/36R STAR Holding(Outbound Time:1.5min)								
HM	DUGEB	Y	033	L	5100			RNAV1
HM	AVBOX	Y	022	L	5100			RNAV1
HM	DUMAP	Y	297	R	5100			RNAV1
RWY01/18L/18R/19/36L/36R STAR Holding(Outbound Time:1min)								
HM	OSUBA	Y	198	R	3600			RNAV1
RWY18L/18R/19 STAR Holding(Outbound Time:1min)								
HM	AA561	Y	098	R	3000			RNAV1
HM	AA320	Y	161	R	3000			RNAV1
RWY01/36L/36R STAR Holding(Outbound Time:1min)								
HM	AA446	Y	098	R	3000			RNAV1
RWY01 Approach Transition AA421								
IF	AA421				1500	MAX210		RNAV1
TF	AA420				1200			RNAV1

Changes: New chart.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY18L/18R SID Holding(Outbound Time:1.5min)								
HM	AA575	Y	281	R	4500	MAX250		RNAV1
RWY01/18L/19/36R SID Holding(Outbound Time:1.5min)								
HM	IDKEX	Y	002	R	4500			RNAV1
RWY01/18L/19/36L/36R SID Holding(Outbound Time:1.5min)								
HM	IGMOR	Y	107	L	6000			RNAV1
RWY01/36L/36R STAR OSUBA-9ZA								
IF	OSUBA				<u>3900</u> <u>3600</u>			RNAV1
TF	AA424				<u>3000</u>			RNAV1
TF	AA423				<u>3000</u> <u>2700</u>			RNAV1
TF	AA422				<u>2100</u>			RNAV1
TF	AA421				<u>1500</u>	MAX210		RNAV1
RWY01/36L/36R STAR DUMAP-9ZA								
IF	DUMAP				<u>5400</u> <u>5100</u>			RNAV1
TF	AA429							RNAV1
TF	AA428				<u>5400</u> <u>5100</u>			RNAV1
TF	AA427							RNAV1
TF	AA426				<u>4200</u>			RNAV1
TF	AA425							RNAV1
TF	AA422				<u>2100</u>			RNAV1
TF	AA421				<u>1500</u>	MAX210		RNAV1
RWY01/36L/36R STAR GUVBA-9ZA								
IF	GUVBA				<u>4500</u> <u>4200</u>			RNAV1
TF	AA446							RNAV1
TF	AA445				<u>3000</u>			RNAV1
TF	AA423				<u>3000</u> <u>2700</u>			RNAV1
TF	AA422				<u>2100</u>			RNAV1
TF	AA421				<u>1500</u>	MAX210		RNAV1
RWY01/36L/36R STAR AVBOX-9ZA								
IF	AVBOX				<u>5400</u> <u>5100</u>			RNAV1
TF	AA443				<u>4500</u>			RNAV1
TF	AA442				<u>2700</u>			RNAV1

Changes: New chart.

DATABASE CODING TABLE

BEIJING/Capital

Path Terminator	Waypoint ID	Fly over	Magnetic Course(°)	Turn Direction	Altitude (m)	IAS (kt)	VPA/TCH	Navigation Specification
RWY19 Missed Approach Holding(Outbound Time:1min)								
HM	PEK	Y	359	R	600			RNAV1
RWY36L Approach Transition AA441								
IF	AA441				2400	MAX210		RNAV1
TF	AA440				2100			RNAV1
RWY36L Approach Transition AA421								
IF	AA421				<u>1500</u>	MAX210		RNAV1
TF	AA440				1500			RNAV1
RWY36L Missed Approach								
CA			359		160			RNAV1
DF	AA460			L				RNAV1
TF	AA450							RNAV1
TF	AA461	Y			<u>2100</u>			RNAV1
DF	SZY			L	<u>2100</u>			RNAV1
TF	PEK				<u>2100</u>			RNAV1
RWY36L Missed Approach Holding(Outbound Time:1min)								
HM	PEK	Y	179	L	2100			RNAV1
RWY36R Approach Transition AA441								
IF	AA441				2400	MAX210		RNAV1
TF	AA492				2100			RNAV1
RWY36R Approach Transition AA421								
IF	AA421				<u>1500</u>	MAX210		RNAV1
TF	AA466				1500			RNAV1
RWY36R Missed Approach								
CF	AA493		359		<u>300</u>			RNAV1
TF	AA494				<u>700</u>			RNAV1
TF	PEK				1200	MAX210		RNAV1
RWY36R Missed Approach Holding(Outbound Time:1min)								
HM	PEK	Y	179	L	1200			RNAV1

Changes: New chart.

WAYPOINT LIST

BEIJING/Capital

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
AA171	N40° 10'02.2"E116° 39'15.5"	AA427	N39° 23'05.6"E117° 01'23.7"	AA464	N39° 37'53.1"E116° 41'02.5"
AA172	N40° 10'56.9"E116° 49'37.3"	AA428	N39° 02'08.2"E117° 10'42.9"	AA466	N39° 38'39.2"E116° 39'51.0"
		AA429	N38° 51'33.0"E117° 15'23"		
AA311	N40° 05'08.5"E116° 04'44.0"	AA430	N40° 18'59.0"E116° 33'30.0"	AA492	N39° 37'47.2"E116° 39'59.0"
AA312	N40° 08'20.9"E115° 59'04.2"	AA431	N40° 18'56.8"E115° 55'43.0"	AA493	N40° 10'07.0"E116° 34'56.6"
AA313	N40° 12'31.9"E115° 54'36.6"	AA432	N40° 02'57.2"E115° 52'40.7"	AA494	N40° 10'50.3"E116° 42'47.1"
AA314	N40° 17'25.8"E115° 51'38.1"	AA433	N39° 45'53.1"E115° 49'27.5"		
AA315	N40° 22'44.4"E115° 50'20.0"	AA434	N39° 10'25.7"E115° 54'20.7"	AA505	N40° 20'06.3"E116° 25'27.1"
AA316	N40° 23'35.6"E116° 09'25.7"	AA435	N39° 10'09"E116° 01'19.0"		
AA317	N40° 23'59"E116° 18'33"	AA436	N39° 08'16.0"E116° 44'28.0"	AA510	N39° 59'35"E116° 36'36"
		AA437	N40° 18'54"E115° 44'37.0"	AA511	N39° 58'44"E116° 41'44"
AA320	N40° 03'36.4"E115° 45'52.8"			AA512	N40° 00'00.7"E116° 53'08.6"
AA321	N40° 21'12.1"E115° 43'24.9"	AA440	N39° 39'43.1"E116° 38'18.2"	AA513	N40° 01'20.3"E117° 05'13.7"
AA322	N40° 15'54.8"E115° 44'51.7"	AA441	N39° 36'20.6"E116° 24'33.9"	AA514	N40° 24'49.0"E117° 00'53.0"
AA323	N40° 10'57.0"E115° 47'38.9"	AA442	N39° 29'59.0"E116° 25'34.0"	AA515	N40° 16'45.2"E115° 59'57.9"
AA324	N40° 06'30.6"E115° 51'39.5"	AA443	N39° 03'25.0"E116° 29'43.0"	AA516	N39° 06'26.6"E117° 21'27.0"
AA325	N40° 02'46.0"E115° 56'43.9"	AA444	N38° 50'48.9"E116° 07'31.1"		
		AA445	N40° 25'16.0"E116° 35'44.0"	AA520	N40° 21'41.3"E116° 34'10.1"
AA410	N40° 13'44.0"E116° 46'55.0"	AA446	N40° 25'53.3"E115° 45'58.5"	AA521	N40° 22'20.0"E116° 41'11.6"
AA411	N40° 15'27.7"E117° 02'37.3"			AA522	N40° 13'02.6"E116° 42'38.2"
AA412	N40° 24'49.0"E117° 00'53.0"	AA450	N40° 13'33.0"E116° 26'16"	AA523	N40° 13'48.6"E116° 51'22.6"
AA413	N40° 29'36.4"E116° 55'01.5"	AA451	N40° 13'34.0"E116° 01'44.0"	AA524	N40° 32'06.8"E116° 48'33.6"
AA414	N40° 30'45.0"E116° 57'14.0"	AA452	N39° 45'54.0"E115° 56'27.0"	AA525	N40° 40'41.2"E116° 58'15.6"
		AA453	N40° 13'33"E115° 51'23.0"		
AA420	N39° 38'44.8"E116° 40'52.4"	AA454	N40° 10'14.9"E115° 48'28.2"	AA531	N39° 52'45.2"E116° 37'40"
AA421	N39° 39'23.0"E116° 47'48.0"	AA455	N39° 51'03.9"E115° 31'34.2"	AA532	N39° 38'38.7"E116° 39'48.9"
AA422	N40° 02'17.0"E116° 44'18.0"			AA533	N39° 19'34.5"E116° 42'44.8"
AA423	N40° 25'11"E116° 40'45.0"	AA460	N40° 09'38.2"E116° 30'48.3"	AA534	N39° 08'16.0"E116° 44'28.0"
AA424	N40° 36'36.1"E116° 53'37.3"	AA461	N40° 13'33.5"E116° 21'00.8"	AA535	N39° 07'26.8"E117° 01'35.4"
AA425	N40° 03'03"E116° 52'41.0"	AA462	N39° 46'23.3"E115° 56'32.6"	AA536	N39° 05'06.0"E117° 46'27"
AA426	N39° 32'09.0"E116° 57'20.0"	AA463	N40° 20'08.1"E115° 35'31.6"	AA537	N38° 54'51.1"E116° 42'24.5"

Changes: New chart.

WAYPOINT LIST

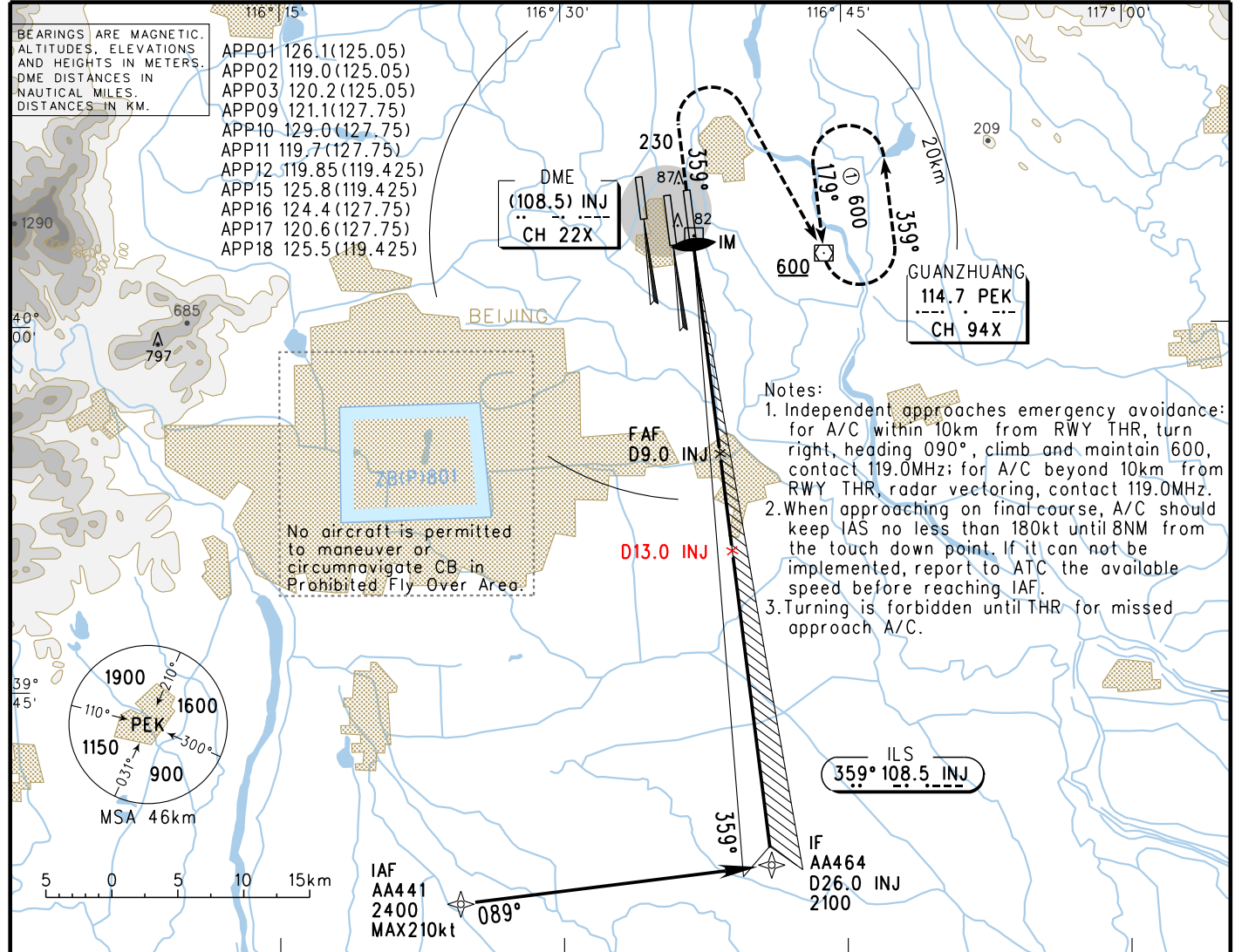
BEIJING/Capital

WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES	WAYPOINT ID	COORDINATES
AA538	N38° 43'47.0"E116° 40'43.2"	AA583	N40° 24'23.7"E116° 32'41.5"		
		AA585	N40° 21'28.0"E116° 31'45.6"		
AA543	N40° 02'17.5"E116° 44'17.9"	AA587	N40° 24'24.2"E116° 33'46.5"		
AA544	N40° 03'03"E116° 52'41.0"				
AA545	N39° 32'09.0"E116° 57'20.0"	AA591	N40° 21'35.6"E116° 33'08.1"		
AA546	N39° 23'05.6"E117° 01'23.4"				
AA547	N39° 01'59.5"E117° 10'46.7"	PEK	N40° 02.9'E116° 44.1'		
AA548	N38° 51'33.0"E117° 15'23"	SZY	N40° 06.4'E116° 25.8'		
AA553	N39° 35'08.1"E116° 03'01.5"	AVBOX	N38° 38'52"E116° 22'41"		
AA554	N39° 35'57.2"E115° 50'19.6"	BOTPU	N39° 59'07"E115° 28'30"		
		DOTRA	N40° 45'26"E116° 48'07"		
AA561	N40° 25'25.1"E115° 44'26.8"	DUGEB	N38° 39'43"E115° 48'14"		
AA562	N40° 13'49.0"E115° 43'30.8"	DUMAP	N38° 35'29"E118° 01'45"		
AA563	N40° 12'58.0"E116° 01'06.0"	ELKUR	N38° 38'23"E116° 39'54"		
AA564	N40° 02'13.3"E116° 02'46.5"	GUVBA	N40° 26'00"E115° 31'50"		
AA565	N39° 49'42.1"E116° 04'42.8"	IDKEX	N40° 46'40"E116° 34'00"		
AA566	N39° 42'40.5"E116° 05'47.8"	IGMOR	N38° 49'51"E118° 01'54"		
AA567	N39° 25'30.5"E116° 08'25.5"	LULTA	N39° 58'24"E117° 12'51"		
AA568	N39° 01'44.0"E116° 12'01"	MUGLO	N39° 04'13"E118° 02'04"		
		OSUBA	N40° 44'11"E117° 02'14"		
AA571	N39° 53'43"E116° 32'14.0"	RUSDO	N39° 45'40"E115° 26'51"		
AA572	N39° 45'26.2"E116° 30'33.8"				
AA573	N39° 44'45.9"E116° 20'10.4"				
AA574	N39° 43'30.8"E116° 01'19.5"				
AA575	N39° 44'28.8"E115° 46'12.3"				
AA576	N39° 51'26.2"E115° 44'48.4"				
AA580	N40° 24'23.1"E116° 31'15.7"				
AA581	N40° 24'21.3"E116° 27'01.3"				
AA582	N40° 24'12.0"E116° 09'23.0"				

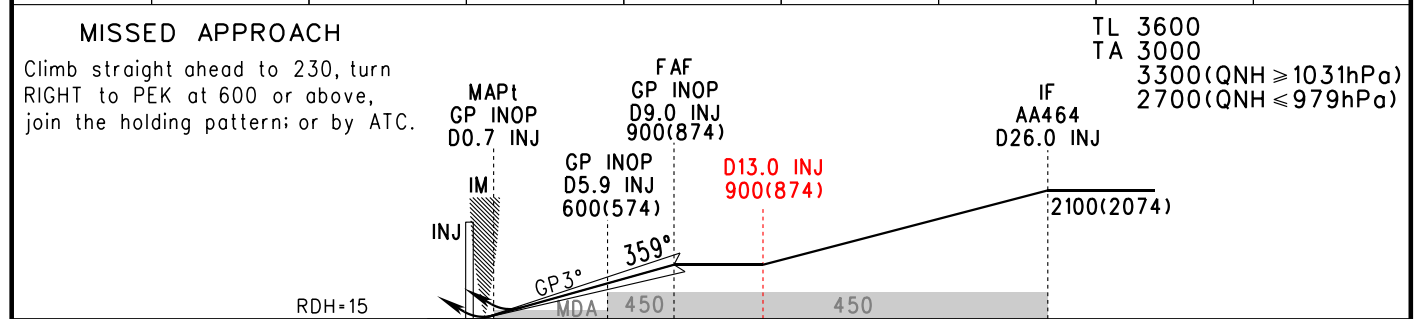
Changes: New chart.

INSTRUMENT APPROACH CHART-ICAO

VAR6°W AERODROME ELEV 35.3 D-ATIS(English) 128.65 ZBAA BEIJING/Capital
 THR RWY01 ELEV 25.5 D-ATIS(Chinese) 127.6 RNAV CAT-I/II ILS/DME y RWY01
 TWR03 118.6(118.3)



GP INOP	DME (INJ) (NM)	2	3	4	5	6	7	8
	ALT (m)	218	315	412	510	607	704	801



ILS/DME	DA(H) RVR/VIS	A	B	C	D
		86(60) 550/800	101(75) 550/800	106(80) 800/800	
ILS/DME	DA(H) RVR/VIS	96(70) 550/800	101(75) 550/800	106(80) 800/800	
GP INOP	MDA(H) RVR/VIS	170(145) 1900/1900			
ILS CAT II					
Aircraft type	Decision height (DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH	
A,B,C	(30)	(34)	RVR300	RVR300	RVR350

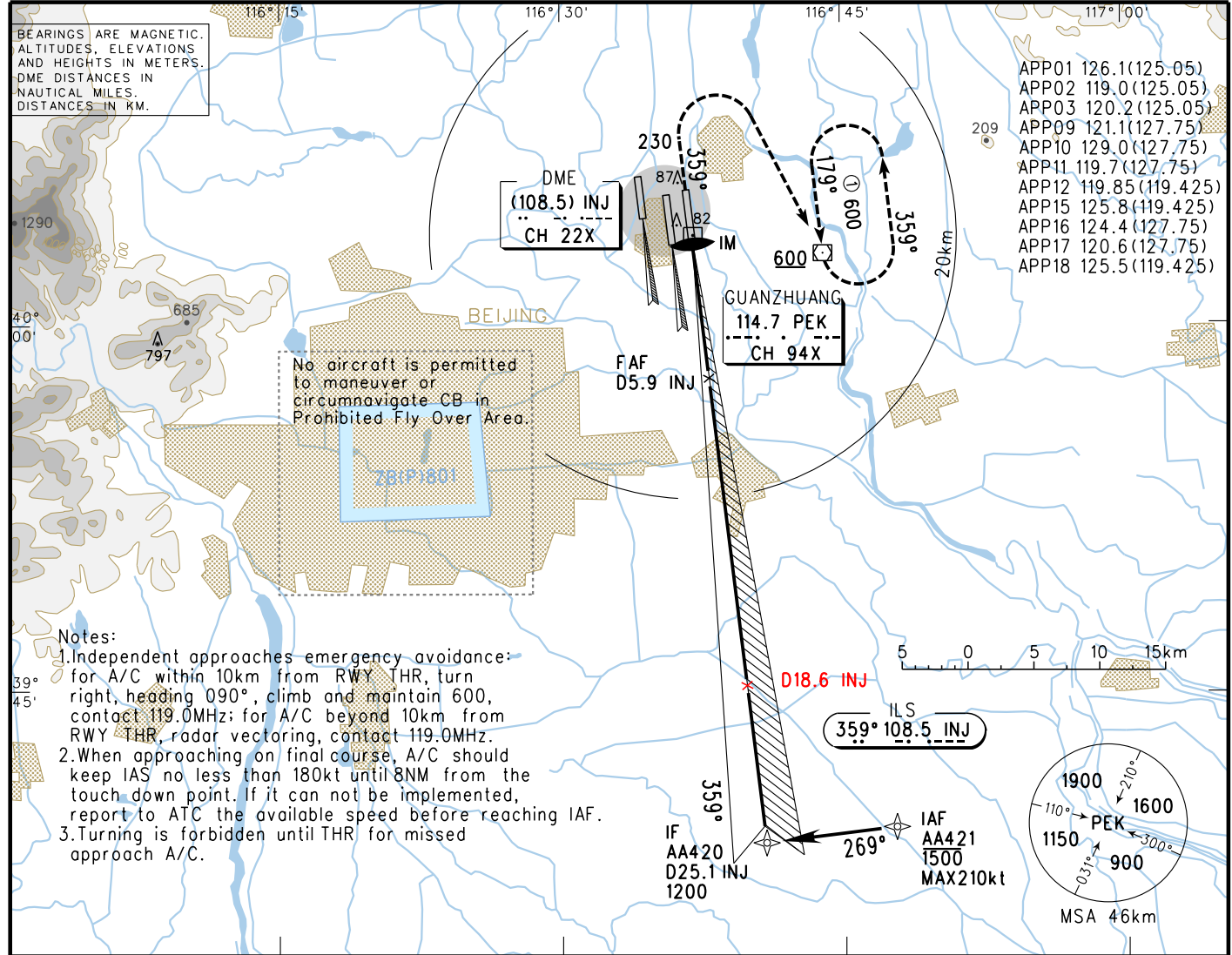
FAF-MAPt(GP INOP) 15.3km						
GS in kt	80	100	120	140	160	180
km/h	150	185	220	260	295	335
Time min:sec	6:12	4:57	4:08	3:32	3:06	2:45
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

⊙ HUD Special CAT I: (DH)(45),(RA)(45),RVR450
 Missed approach climb gradient: ⊕ 5%, ⊙ 2.5%
 Changes: Add SDF.

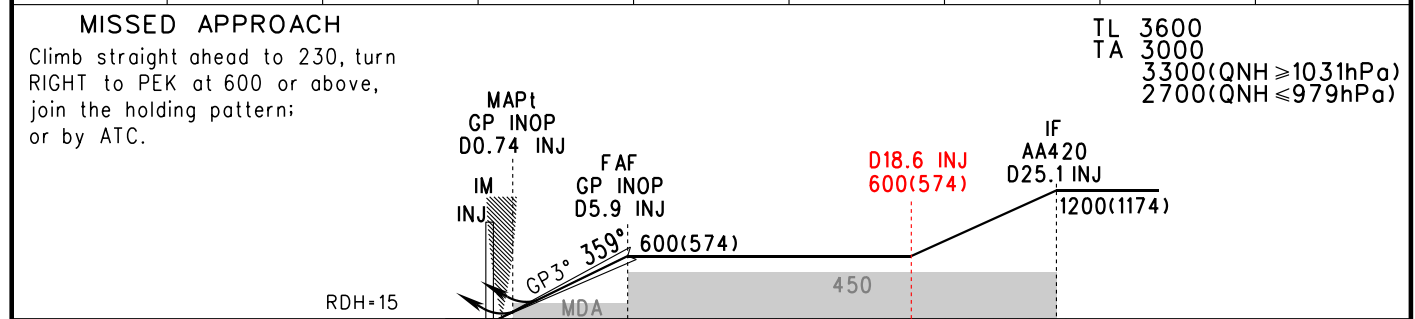
INSTRUMENT APPROACH CHART-ICAO

VAR6° W
 AERODROME ELEV 35.3
 THR RWY01 ELEV 25.5
 D-ATIS(English) 128.65
 D-ATIS(Chinese) 127.6
 TWR03 118.6(118.3)

ZBAA BEIJING/Capital
 RNAV CAT-I/II ILS/DME z RWY01



GP INOP	DME (INJ) (NM)	1	2	3	4	5	6	7
	ALT (m)			218	315	412	510	



ILS/DME DA(H) RVR/VIS	A	B	C	D	FAF-MAPt(GP INOP) 9.6km							
	①		86(60) 550/800			GS in kt	80	100	120	140	160	180
②	96(70) 550/800		101(75) 550/800	106(80) 800/800	Time min:sec	3:53	3:07	2:36	2:13	1:57	1:44	
GP INOP MDA(H) RVR/VIS		170(145) 1900/1900			Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9	

ILS CAT II ①				
Aircraft type	Decision height (DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH
A,B,C	(30)	(34)	RVR300	RVR300
D				RVR350

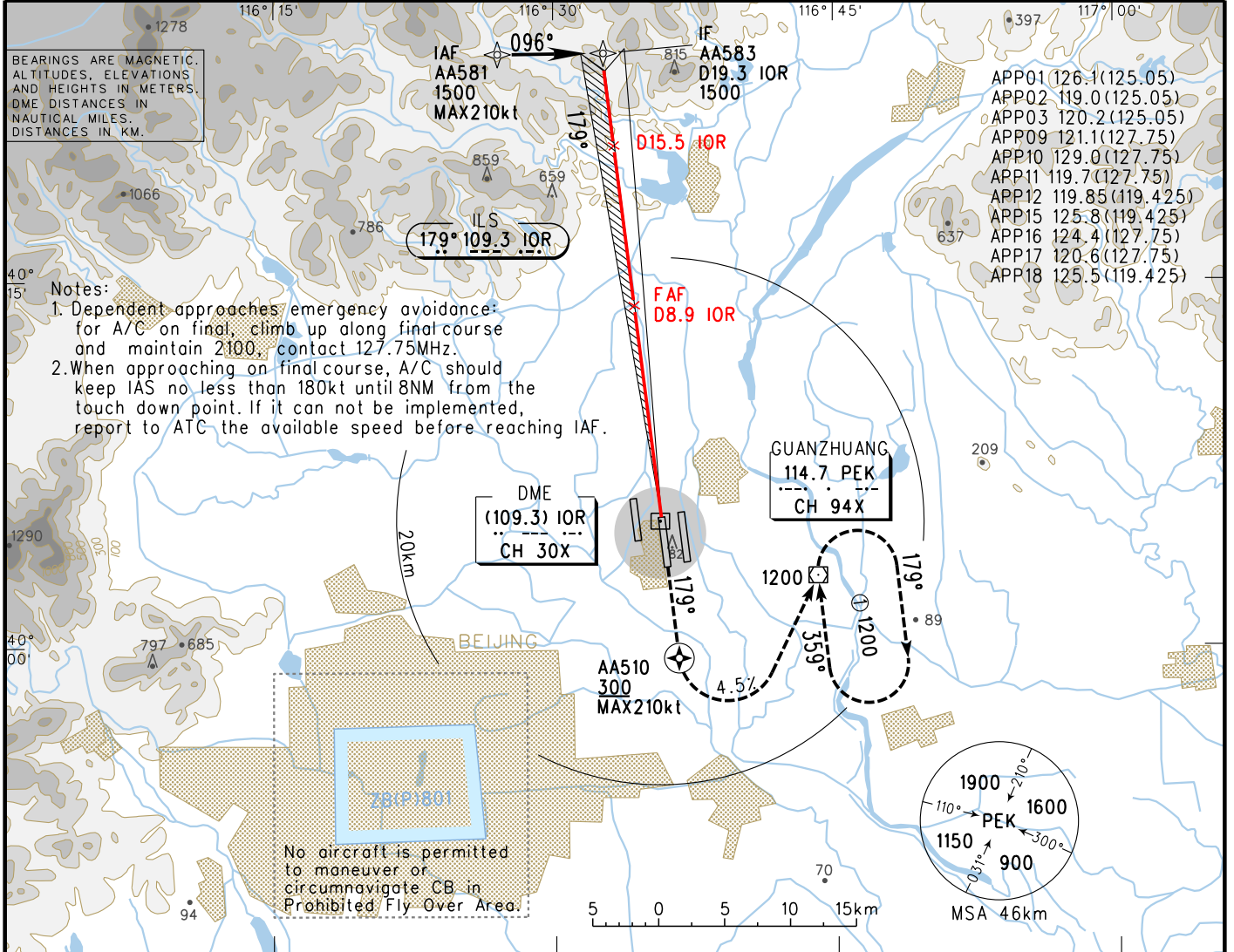
① HUD Special CAT I: (DH)(45),(RA)(45),RVR450
 Missed approach climb gradient: ① 5%, ② 2.5%
 Changes: Add SDF.

INSTRUMENT APPROACH CHART-ICAO

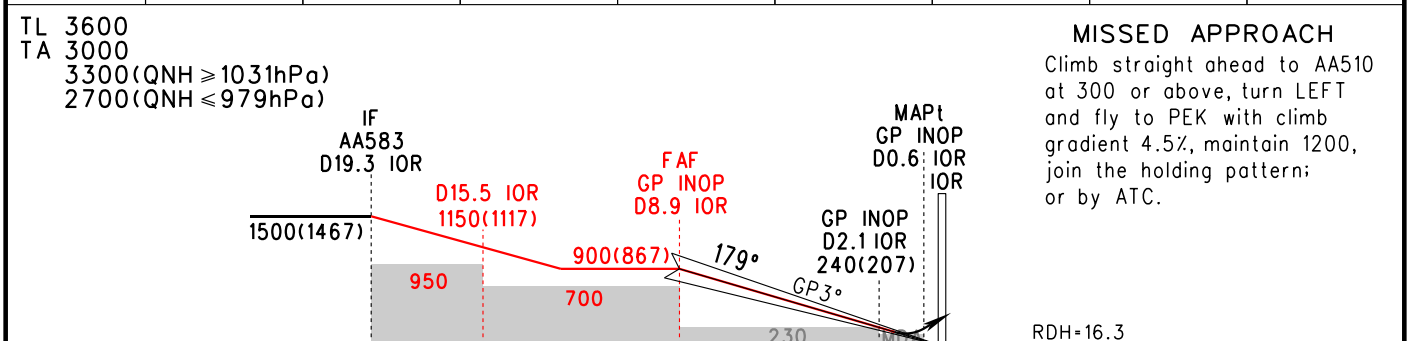
VAR6° W AERODROME ELEV 35.3 THR RWY18L ELEV 33.4

D-ATIS(English) 128.65 D-ATIS(Chinese) 127.6 TWR02 118.5(118.05)

ZBAA BEIJING/Capital
RNAV ILS/DME y RWY18L



GP INOP	DME (IOR) (NM)	8	7	6	5	4	3	2
	ALT (m)	811	714	617	520	423	326	229



	A	B	C	D	FAF-MAPt(GP INOP) 15.3km							
ILS/DME DA(H) RVR/VIS		93(60) 550/800			GS in	80	100	120	140	160	180	
					kt	150	185	220	260	295	335	
					Time	min:sec	6:12	4:57	4:08	3:32	3:06	2:45
GP INOP MDA(H) RVR/VIS		155(122) 1500/1500			Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

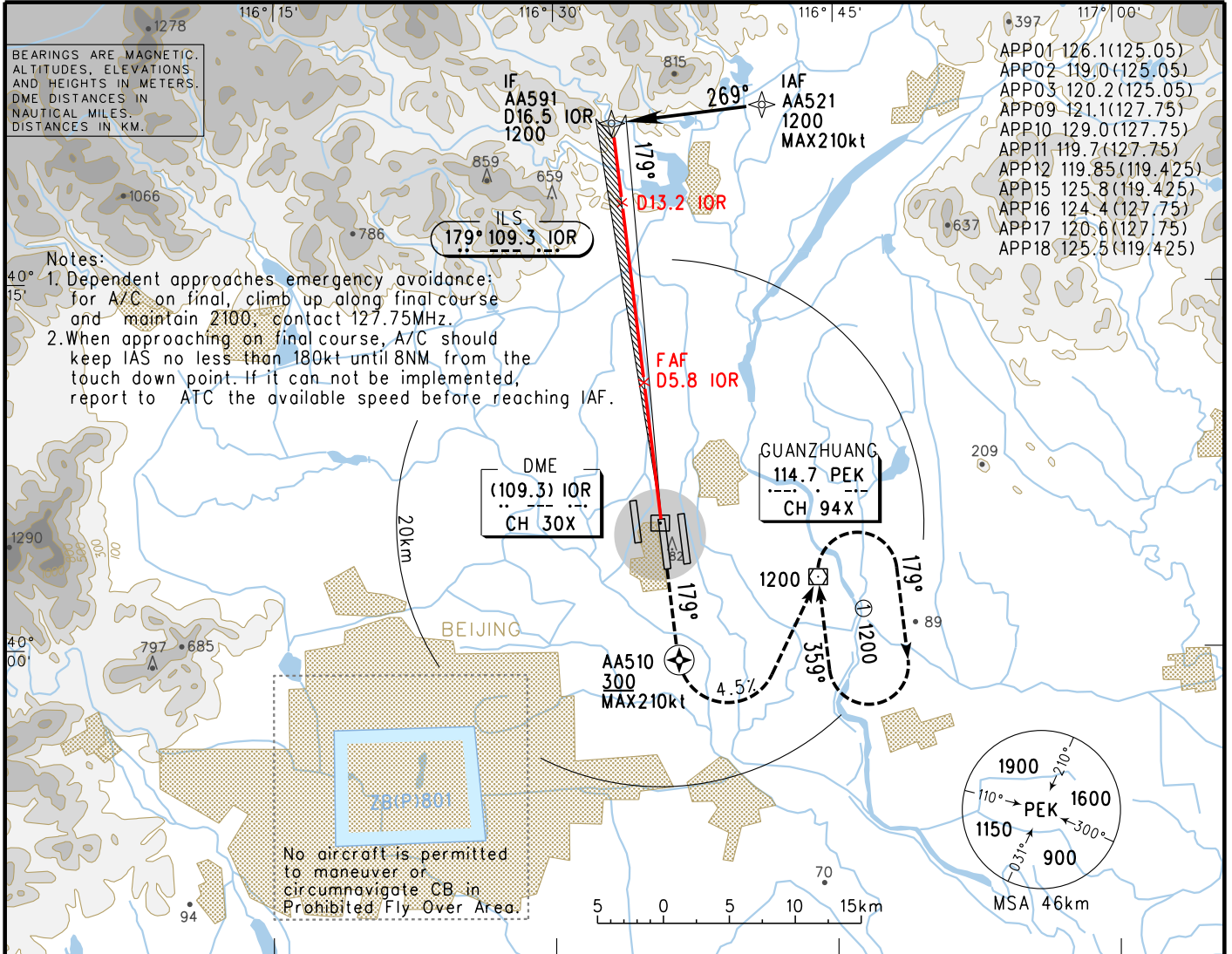
Note: RVR 800m must be implemented when A/C without HUD and AP and FD for ILS/DME approach.
Changes: Procedure.

INSTRUMENT APPROACH CHART-ICAO

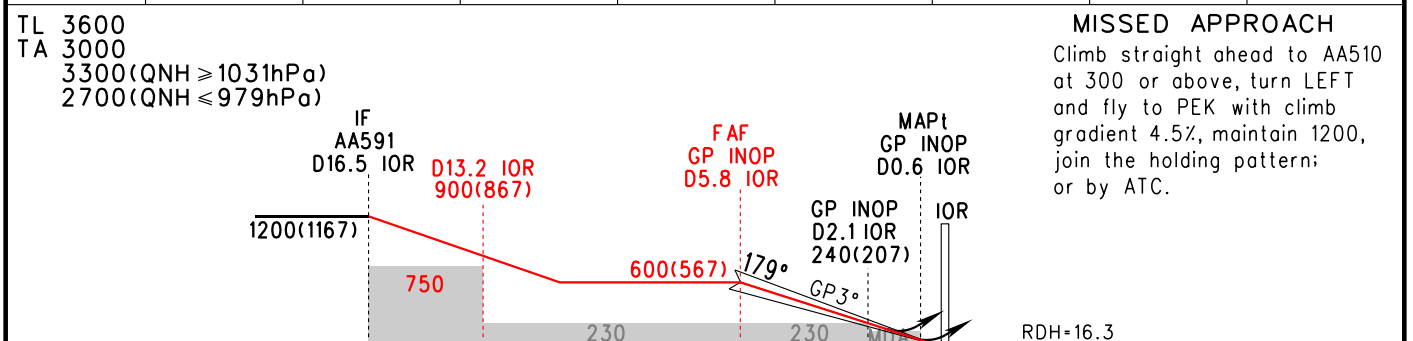
VAR6°W AERODROME ELEV 35.3
THR RWY18L ELEV 33.4

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6
TWR02 118.5(118.05)

ZBAA BEIJING/Capital
RNAV ILS/DME z RWY18L



GP INOP	DME (IOR) (NM)	7	6	5	4	3	2	1
	ALT (m)			520	423	326	229	



		A	B	C	D	FAF-MAPt(GP INOP) 9.6km							
ILS/DME	DA(H) RVR/VIS		93(60) 550/800			GS in	80	100	120	140	160	180	
						kt	150	185	220	260	295	335	
GP INOP	MDA(H) RVR/VIS		155(122) 1500/1500			Time	min:sec	3:53	3:07	2:36	2:13	1:57	1:44
						Rate of descent	m/s	2.2	2.7	3.2	3.8	4.3	4.9

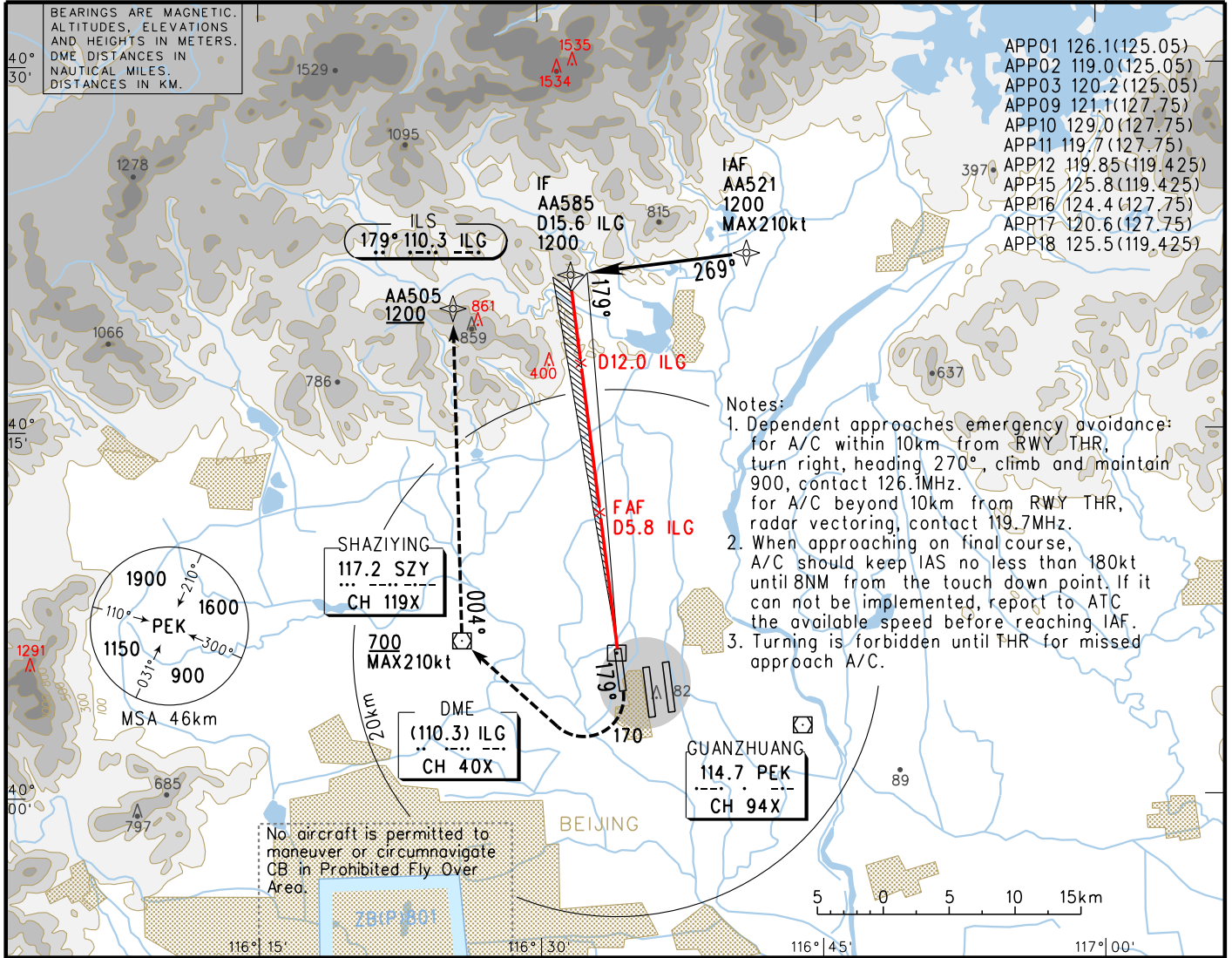
Note: RVR 800m must be implemented when A/C without HUD and AP and FD for ILS/DME approach.
Changes: Procedure, OBST.

INSTRUMENT APPROACH CHART-ICAO

VAR6°W AERODROME ELEV 35.3
THR RWY18R ELEV 35.1

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6
TWR01 124.3(118.3)

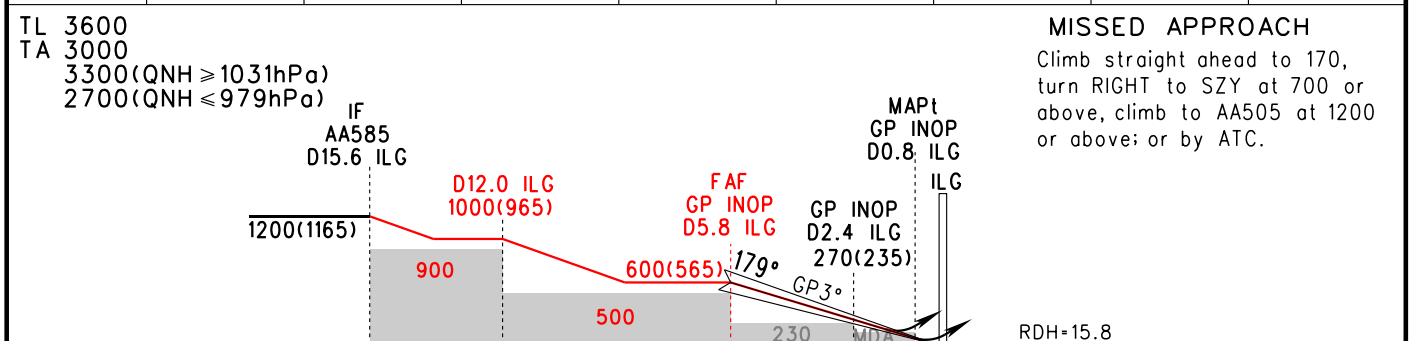
ZBAA BEIJING/Capital
RNAV ILS/DME y RWY18R



- APP01 126.1(125.05)
- APP02 119.0(125.05)
- APP03 120.2(125.05)
- APP09 121.1(127.75)
- APP10 129.0(127.75)
- APP11 119.7(127.75)
- APP12 119.85(119.425)
- APP15 125.8(119.425)
- APP16 124.4(127.75)
- APP17 120.6(127.75)
- APP18 125.5(119.425)

- Notes:
1. Dependent approaches emergency avoidance: for A/C within 10km from RWY THR, turn right, heading 270°, climb and maintain 900, contact 126.1MHz. for A/C beyond 10km from RWY THR, radar vectoring, contact 119.7MHz.
 2. When approaching on final course, A/C should keep IAS no less than 180kt until 8NM from the touch down point. If it can not be implemented, report to ATC the available speed before reaching IAF.
 3. Turning is forbidden until THR for missed approach A/C.

GP INOP	DME (ILG) (NM)	7	6	5	4	3	2	1
	ALT (m)			520	423	326	229	



ILS/DME	DA(H) RVR/VIS	95(60) 550/800	100(65) 550/800	FAF-MAPt(GP INOP) 9.4km						
	GP INOP	150(115) 1300/1300		GS in kt	80 150	100 185	120 220	140 260	160 295	180 335
				Time min:sec	3:48	3:03	2:32	2:11	1:54	1:42
				Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Note: RVR 800m must be implemented when A/C without HUD and AP and FD for ILS/DME approach.
Changes: Procedure, OBST.

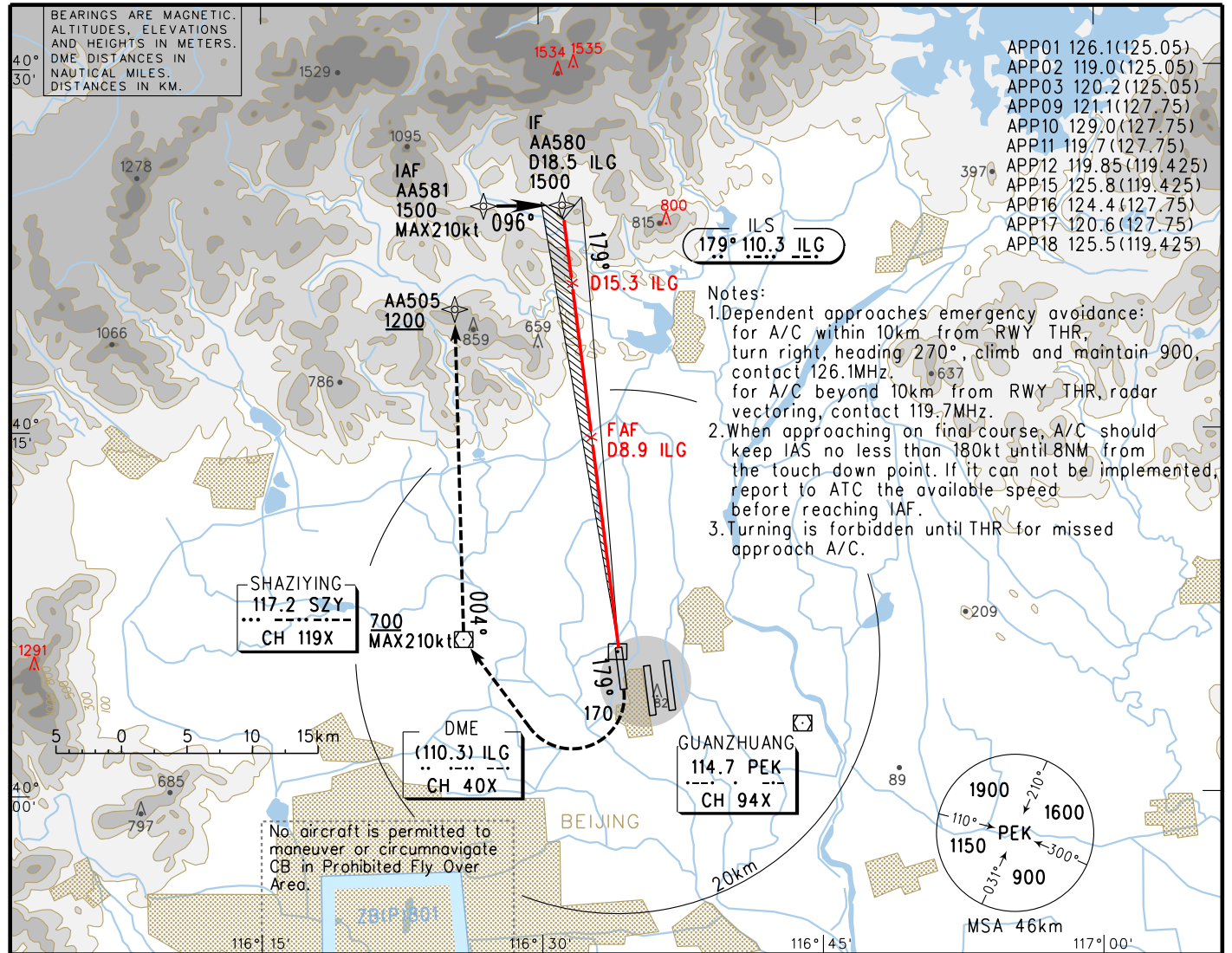
INSTRUMENT APPROACH CHART-ICAO

VAR6°W

AERODROME ELEV 35.3
THR RWY18R ELEV 35.1

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6
TWR01 124.3(118.3)

ZBAA BEIJING/Capital
RNAV ILS/DME z RWY18R

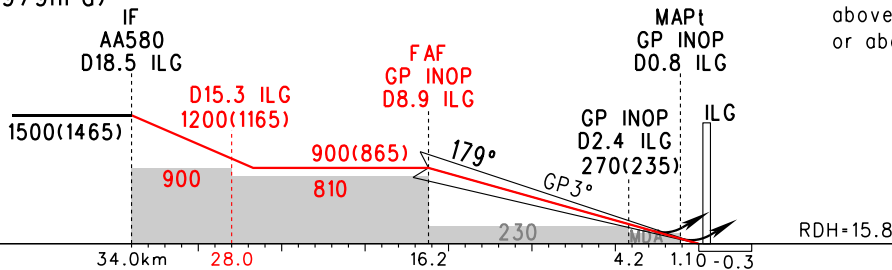


GP INOP	DME (ILG) (NM)	8	7	6	5	4	3	2
	ALT (m)	812	715	618	520	423	326	229

TL 3600
TA 3000
3300 (QNH ≥ 1031hPa)
2700 (QNH ≤ 979hPa)

MISSED APPROACH

Climb straight ahead to 170, turn RIGHT to SZY at 700 or above, fly to AA505 at 1200 or above; or by ATC.



ILS/DME DA(H) RVR/VIS	A	B	C	D	FAF-MAPt(GP INOP) 15.1km						
	95(60) 550/800					GS in kt/h	80 150	100 185	120 220	140 260	160 295
GP INOP MDA(H) RVR/VIS	150(115) 1300/1300				Time min:sec	6:07	4:54	4:05	3:30	3:03	2:43
					Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

Note: RVR 800m must be implemented when A/C without HUD and AP and FD for ILS/DME approach.
Changes: Procedure, OBST.

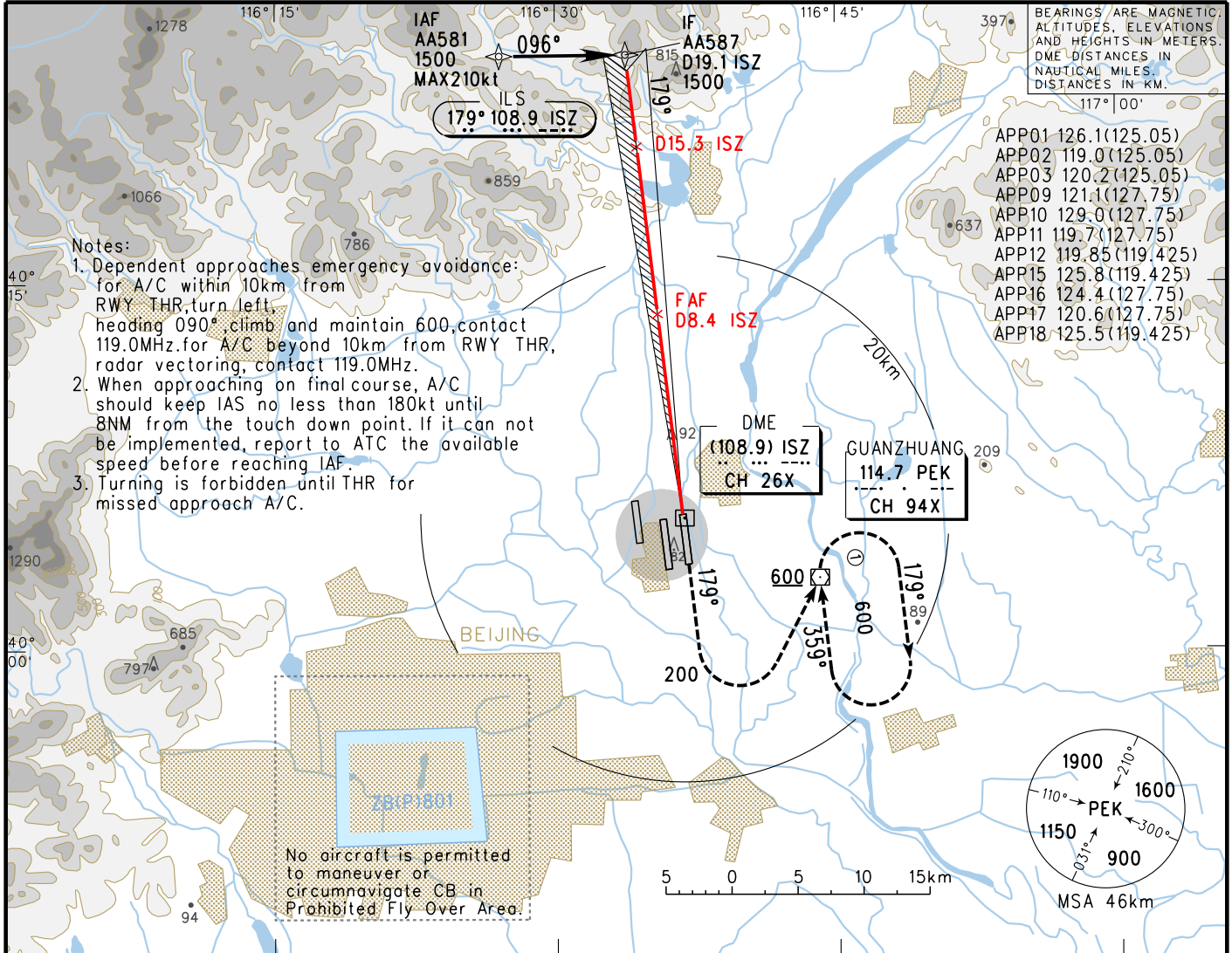
INSTRUMENT APPROACH CHART-ICAO

VAR6° W

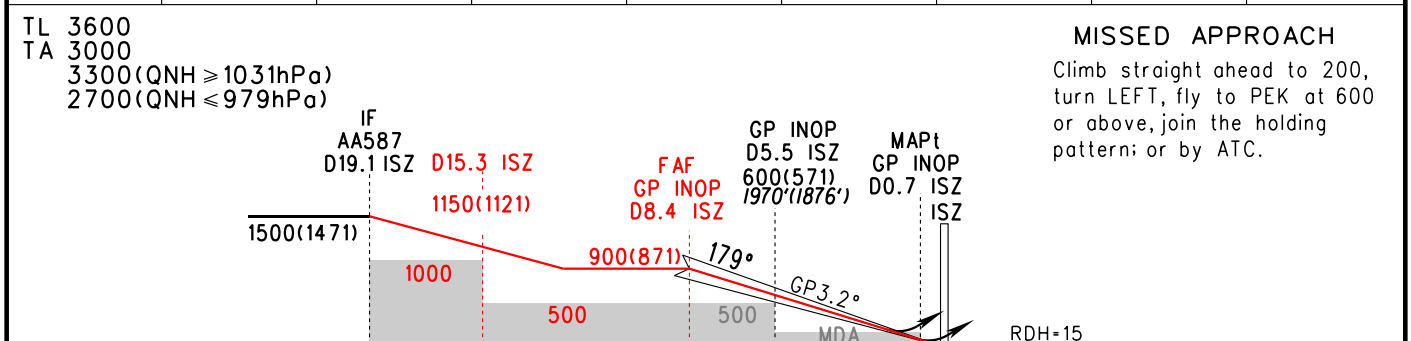
AERODROME ELEV 35.3
THR RWY19 ELEV 28.5

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6
TWR03 118.6(118.3)

ZBAA BEIJING/Capital
RNAV ILS/DME y RWY19



GP INOP	DME (ISZ) (NM)	8	7	6	5	4	3	2
	ALT (m)	855	752	648	545	441	338	234



		A	B	C	D	FAF-MAPt(GP INOP) 14.3km							
ILS/DME DA(H) RVR/VIS			89(60) 550/800			GS in	80	100	120	140	160	180	
						kt	150	185	220	260	295	335	
GP INOP MDA(H) RVR/VIS			170(142) 1700/1700			Time	min:sec	5:47	4:38	3:52	3:19	2:54	2:34
						Rate of descent	m/s	2.3	2.9	3.4	4.0	4.6	5.2

Note: RVR 800m must be implemented when A/C without HUD and AP and FD for ILS/DME approach.
Changes: Procedure, OBST.

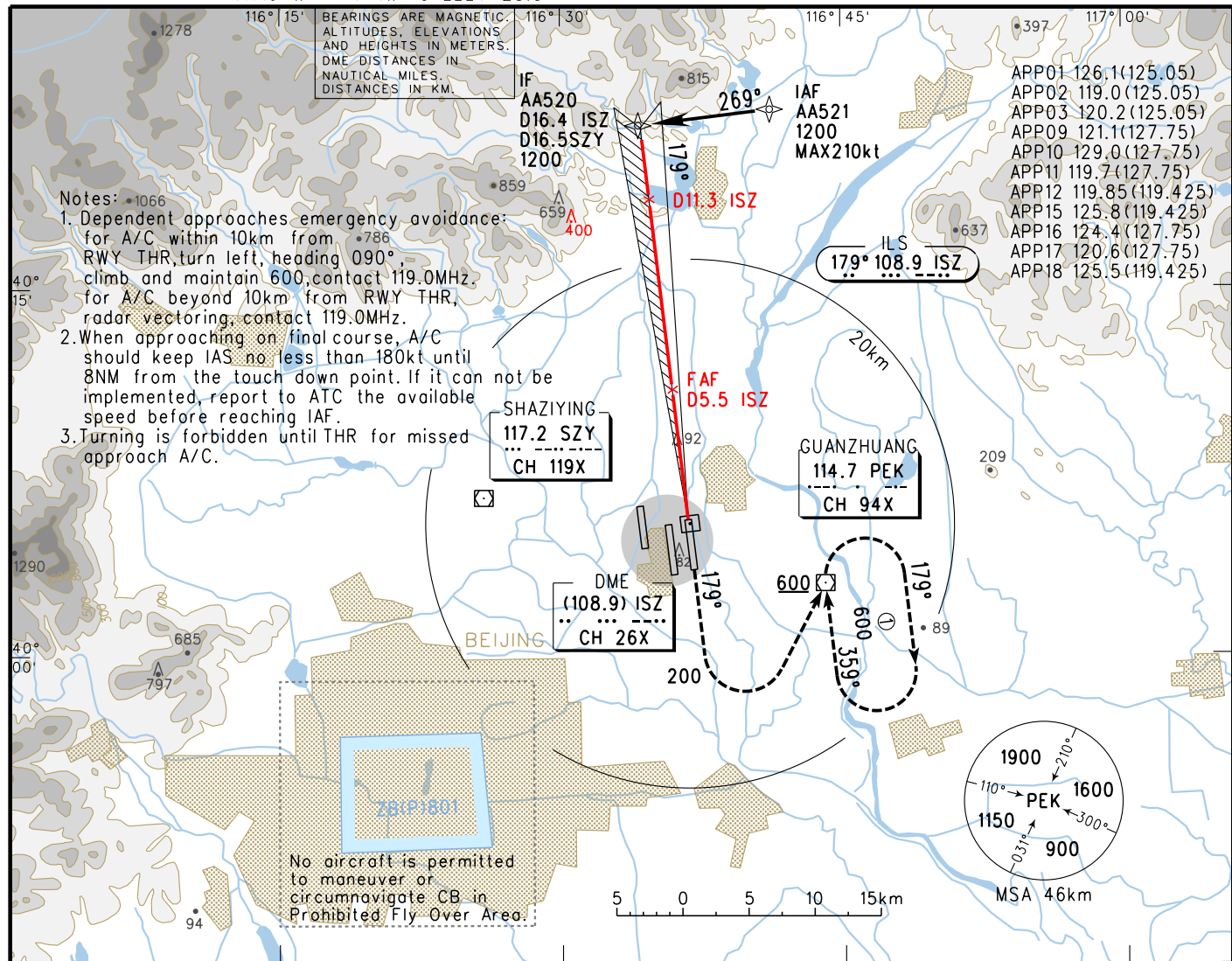
INSTRUMENT APPROACH CHART-ICAO

VAR6° W

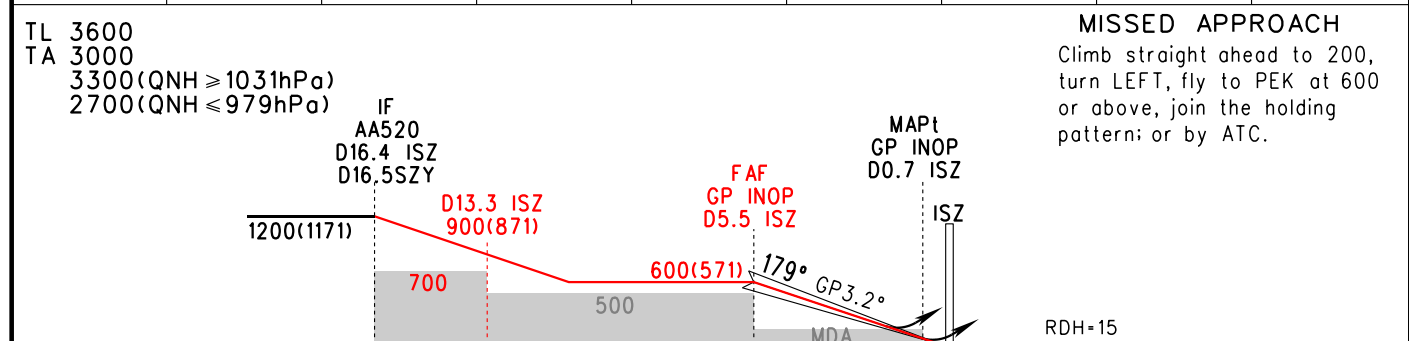
AERODROME ELEV 35.3
THR RWY19 ELEV 28.5

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6
TWR03 118.6(118.3)

ZBAA BEIJING/Capital
RNAV ILS/DME z RWY19



GP INOP	DME (ISZ) (NM)	7	6	5	4	3	2	1
	ALT (m)			545	441	338	234	



	A	B	C	D	FAF-MAPt(GP INOP) 9.0km						
ILS/DME DA(H) RVR/VIS		89(60) 550/800			GS in kt	80	100	120	140	160	180
					km/h	150	185	220	260	295	335
GP INOP MDA(H) RVR/VIS		170(142) 1700/1700			Time min:sec	3:39	2:55	2:26	2:05	1:49	1:37
					Rate of descent m/s	2.3	2.9	3.4	4.0	4.6	5.2

Note: RVR 800m must be implemented when A/C without HUD and AP and FD for ILS/DME approach.
Changes: Procedure, OBST.

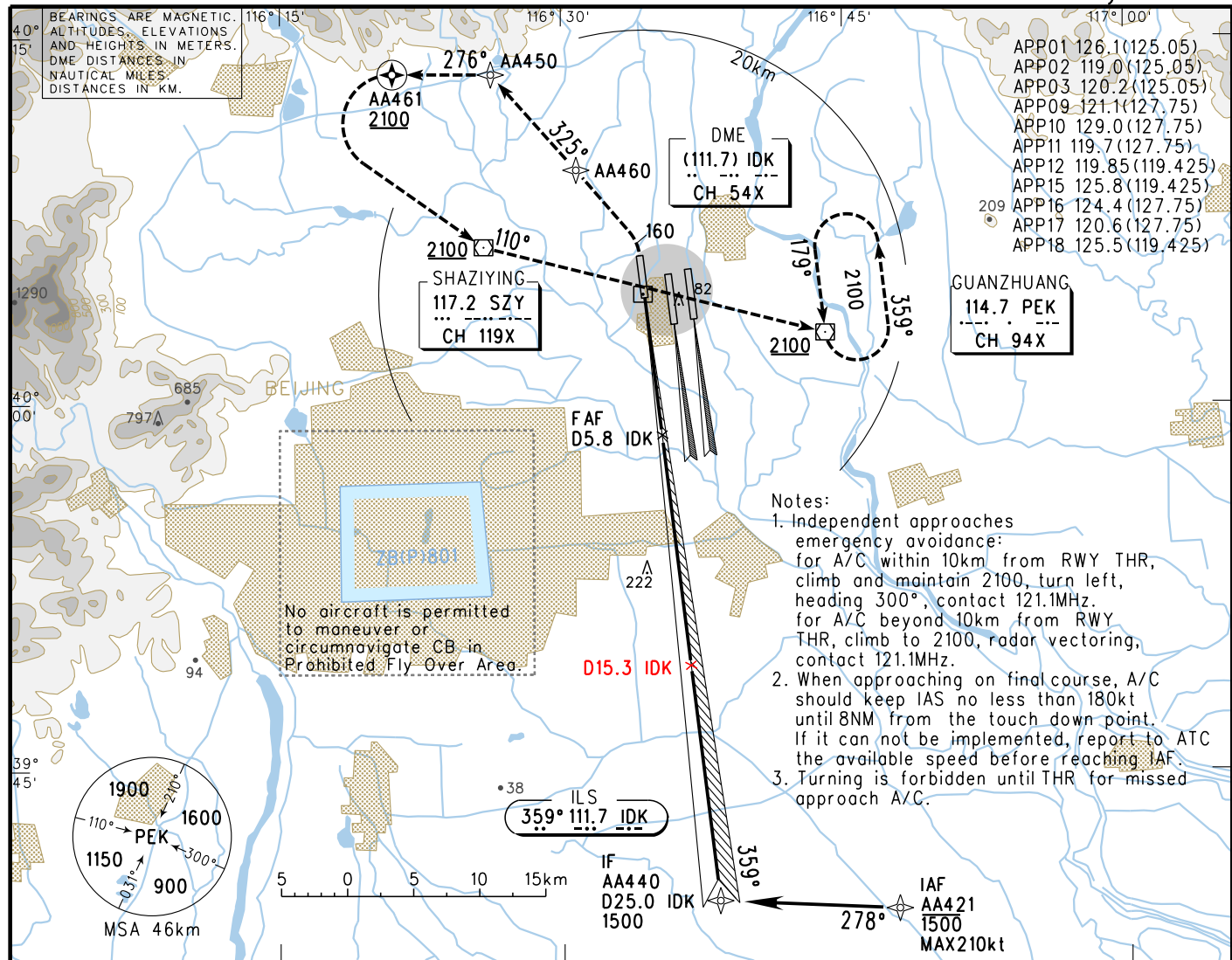
INSTRUMENT APPROACH CHART-ICAO

VAR6°W

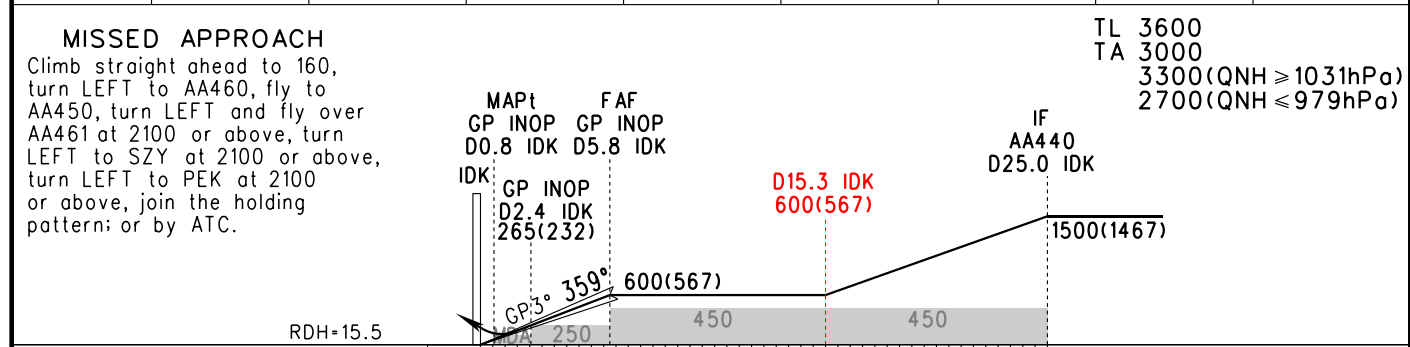
AERODROME ELEV 35.3
THR RWY36L ELEV 32.5

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6
TWR01 124.3(118.3)

ZBAA BEIJING/Capital
RNAV ILS/DME y RWY36L



GP INOP	DME (IDK) (NM)	1	2	3	4	5	6	7
	ALT (m)			227	324	421	518	



		A	B	C	D	FAF-MAPt(GP INOP) 9.4km									
ILS/DME	DA(H) RVR/VIS	93(60)				80	100	120	140	160	180				
	DA(H) RVR/VIS	550/800				150	185	220	260	295	335				
GP INOP	MDA(H) RVR/VIS	93(60)		550/800		98(65)		550/800							
	MDA(H) RVR/VIS	140(107)		1100/1100		140(107)		1200/1200							
		GS in kt			3:48	3:03	2:32	2:11	1:54	1:42					
		Time min:sec			2.2	2.7	3.2	3.8	4.3	4.9					
		Rate of descent m/s													

Ⓐ HUD Special CAT I: (DH)(45), (RA)(47), RVR450
Missed approach climb gradient: Ⓑ 3%, Ⓒ 2.5%
Changes: Add SDF.

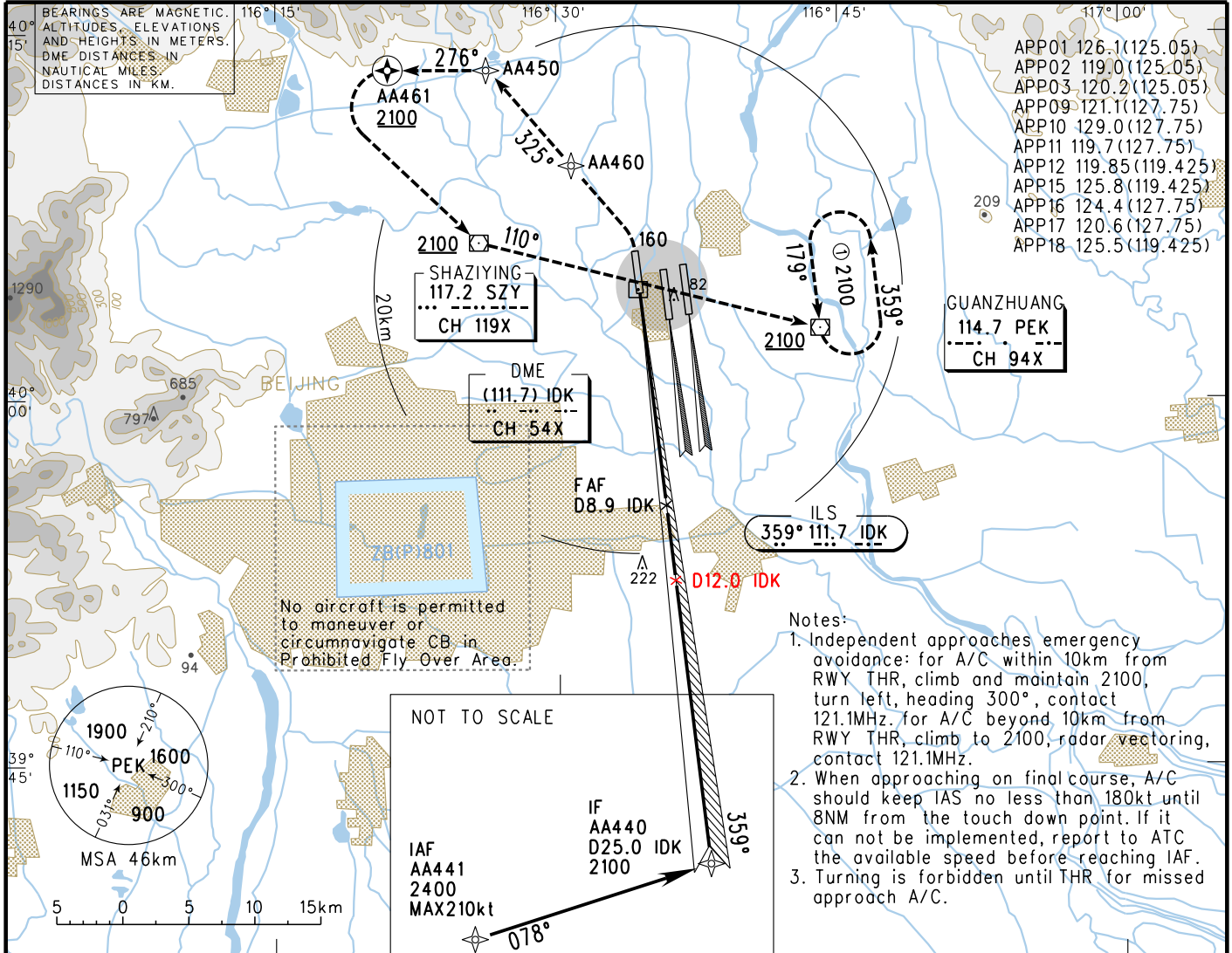
INSTRUMENT APPROACH CHART-ICAO

VAR6° W

AERODROME ELEV 35.3
THR RWY36L ELEV 32.5

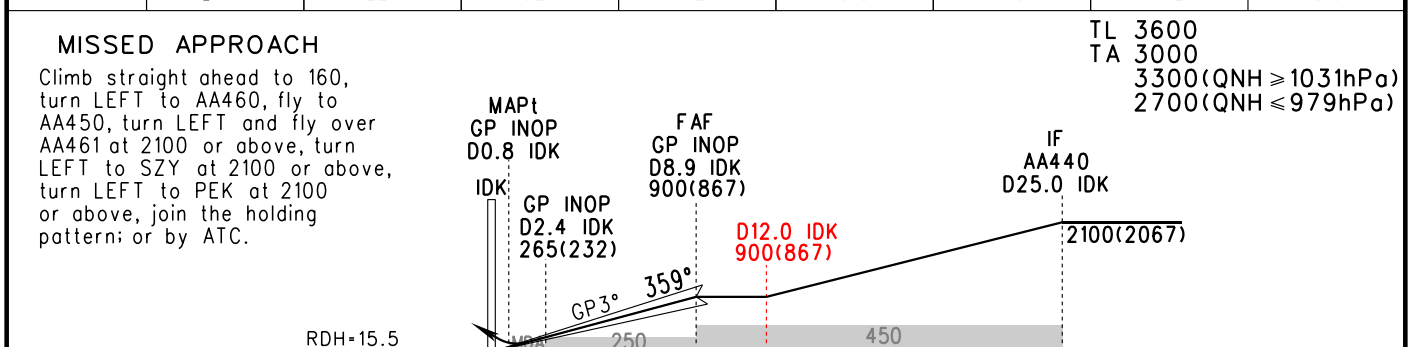
D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6
TWR01 124.3(118.3)

ZBAA BEIJING/Capital
RNAV ILS/DME z RWY36L



- APP01 126.1(125.05)
- APP02 119.0(125.05)
- APP03 120.2(125.05)
- APP09 121.1(127.75)
- APP10 129.0(127.75)
- APP11 119.7(127.75)
- APP12 119.85(119.425)
- APP15 125.8(119.425)
- APP16 124.4(127.75)
- APP17 120.6(127.75)
- APP18 125.5(119.425)

GP INOP	DME (IDK) (NM)	2	3	4	5	6	7	8
	ALT (m)	227	324	421	518	615	712	810



		A	B	C	D	FAF-MAPt(GP INOP) 15.2km						
ILS/DME	DA(H) RVR/VIS ③	93(60) 550/800				GS in kt	80	100	120	140	160	180
	①					km/h	150	185	220	260	295	335
GP INOP	DA(H) RVR/VIS ③	93(60) 550/800		98(65) 550/800		Time min:sec	6:09	4:55	4:06	3:31	3:05	2:44
	①					Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

① HUD Special CAT I: (DH)(45),(RA)(47),RVR450
Missed approach climb gradient: ③ 3%, ① 2.5%
Changes: Add SDF.

INSTRUMENT APPROACH CHART-ICAO

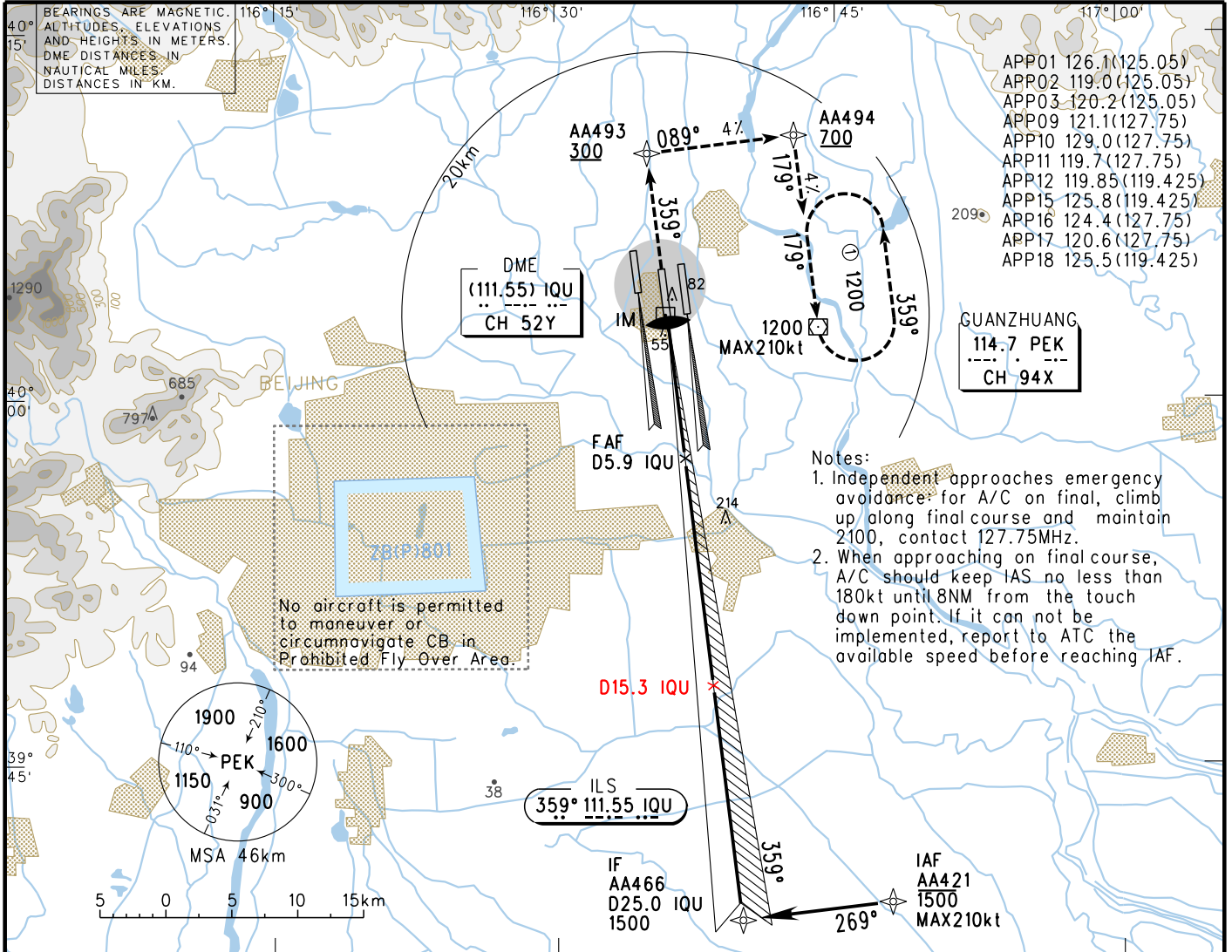
VAR6° W

AERODROME ELEV 35.3
THR RWY36R ELEV 29.9

D-ATIS(English) 128.65
D-ATIS(Chinese) 127.6
TWR02 118.5(118.05)

ZBAA BEIJING/Capital

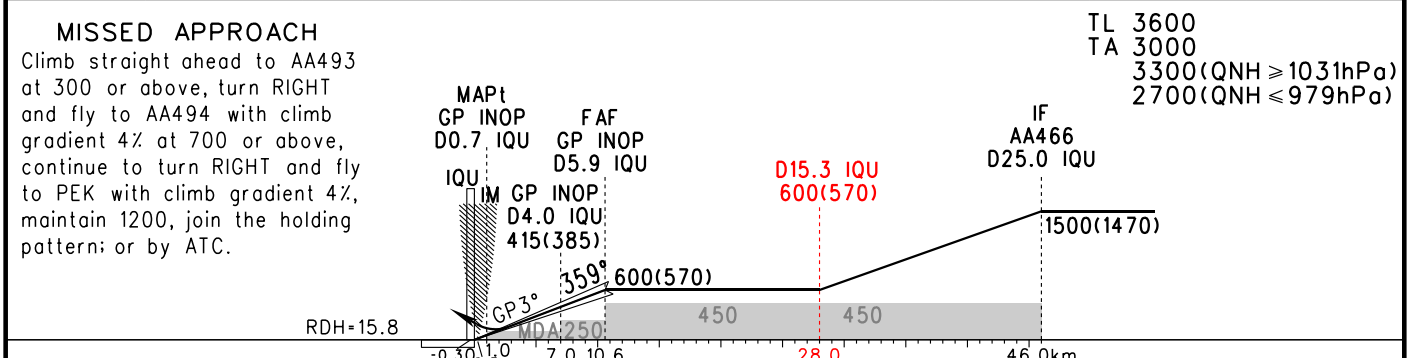
RNAV CAT-I/II/IIIA ILS/DME y RWY36R



- APP01 126.1(125.05)
- APP02 119.0(125.05)
- APP03 120.2(125.05)
- APP09 121.1(127.75)
- APP10 129.0(127.75)
- APP11 119.7(127.75)
- APP12 119.85(119.425)
- APP15 125.8(119.425)
- APP16 124.4(127.75)
- APP17 120.6(127.75)
- APP18 125.5(119.425)

- Notes:
1. Independent approaches emergency avoidance: for A/C on final, climb up along final course and maintain 2100, contact 127.75MHz.
 2. When approaching on final course, A/C should keep IAS no less than 180kt until 8NM from the touch down point. If it can not be implemented, report to ATC the available speed before reaching IAF.

GP INOP	DME (IQU) (NM)	1	2	3	4	5	6	7
	ALT (m)		224	321	418	515		

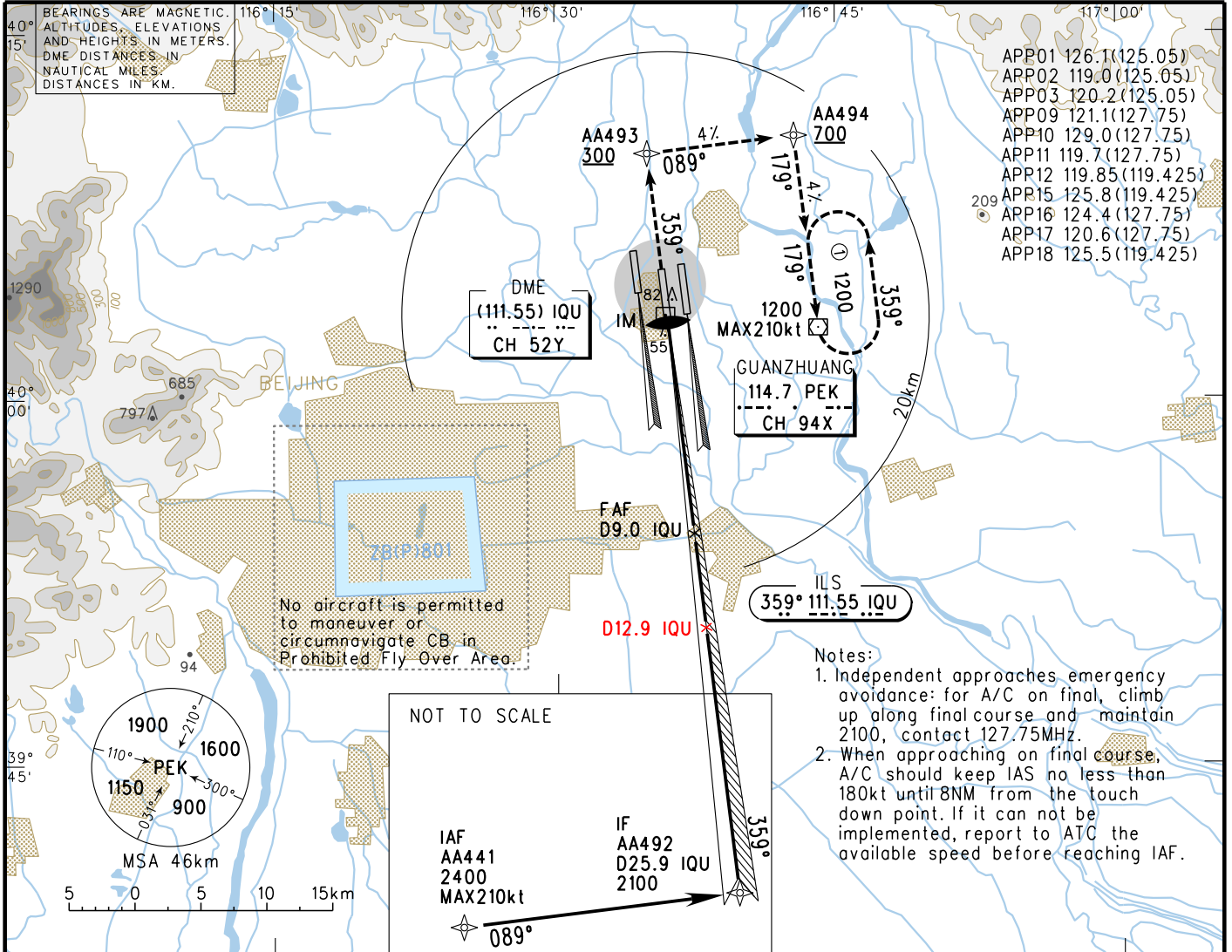


ILS/DME		90(60) 550/800		F-AF-MAPT(GP INOP) 9.6km						
GP INOP		130(100) 1100/1100		GS in	80	100	120	140	160	180
Aircraft type		Decision height (DH)	Radio altimeter	Autopilot to DH and below	kt	150	185	220	260	335
A,B,C		(30)	(33)	RVR300	Time	min:sec	3:53	3:07	2:36	2:13
D				RVR300	Rate of descent	m/s	2.2	2.7	3.2	3.8
				RVR350			4.3	4.3	4.3	4.9
				RVR175	HUD Special CAT I: (DH)(45),(RA)(48),RVR450					
					Changes: Add SDF.					

INSTRUMENT APPROACH CHART - ICAO

VAR6° W AERODROME ELEV 35.3 D-ATIS(English) 128.65
 THR RWY36R ELEV 29.9 D-ATIS(Chinese) 127.6
 TWR02 118.5(118.05)

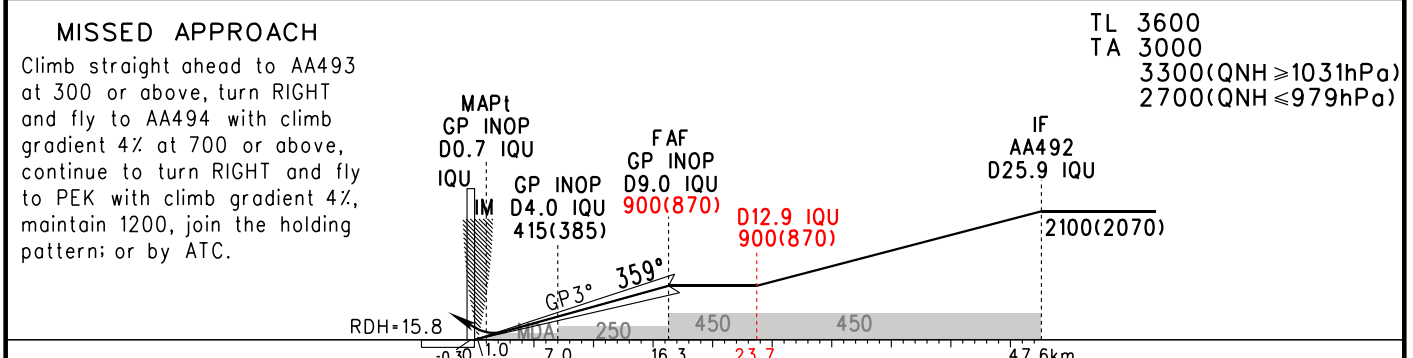
ZBAA BEIJING/Capital
 RNAV CAT-I/II/IIIA ILS/DME z RWY36R



- APP01 126.1(125.05)
- APP02 119.0(125.05)
- APP03 120.2(125.05)
- APP09 121.1(127.75)
- APP10 129.0(127.75)
- APP11 119.7(127.75)
- APP12 119.85(119.425)
- APR15 125.8(119.425)
- APP16 124.4(127.75)
- APP17 120.6(127.75)
- APP18 125.5(119.425)

- Notes:
- Independent approaches emergency avoidance: for A/C on final, climb up along final course and maintain 2100, contact 127.75MHz.
 - When approaching on final course, A/C should keep IAS no less than 180kt until 8NM from the touch down point. If it can not be implemented, report to ATC the available speed before reaching IAF.

GP INOP	DME (IQU) (NM)	2	3	4	5	6	7	8
	ALT (m)	224	321	418	515	612	709	806



ILS/DME	D(AH) RVR/VIS	90(60) 550/800			
		A	B	C	D
GP INOP	MDA(H) RVR/VIS	130(100) 1100/1100		130(100) 1200/1200	
Aircraft type	Decision height (DH)	Radio altimeter	Autopilot to DH and below	Manual operation below DH	
A,B,C		(30)	(33)	RVR300	RVR300
D				RVR300	RVR350
ILS CAT IIIA					
A,B,C,D		(15)	(15)	RVR175	

FAF-MAPt(GP INOP) 15.3km						
GS in kt	80	100	120	140	160	180
km/h	150	185	220	260	295	335
Time min:sec	6:12	4:57	4:08	3:32	3:06	2:45
Rate of descent m/s	2.2	2.7	3.2	3.8	4.3	4.9

• HUD Special CAT I: (DH)(45),(RA)(48),RVR450
 Changes: Add SDF.